PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

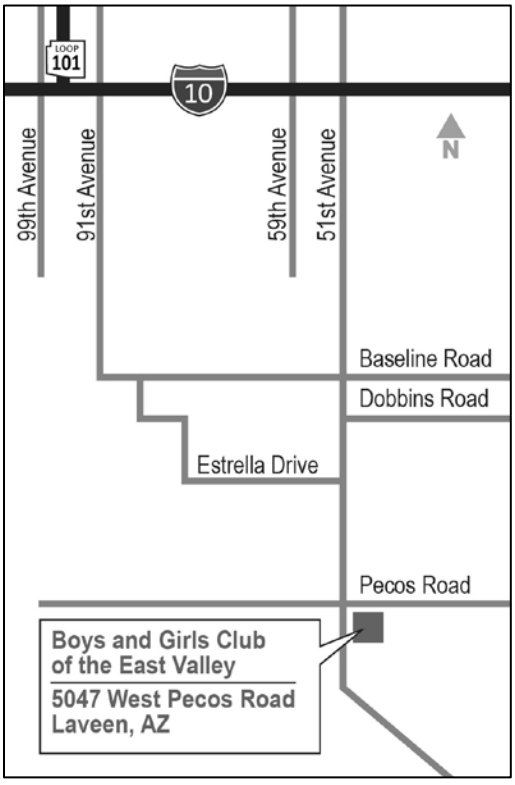
BUILDING STRONG®

Notice of Public Hearing
SR 202L (South Mountain Freeway)
I-10 (Maricopa Freeway) to I-10 (Papago Freeway)

Public Notice/Application No.: SPL-2002-00055
Project: SOUTH MOUNTAIN FREEWAY SR 202L
Subject: A Public Hearing will be held on May 9th, 2017 from 6:00 PM – 9:00 PM.
Notice Date: April 4th 2017
Project Manager: Jesse Rice; 602-230-6854; Jesse.M.Rice@usace.army.mil

Activity

The U.S. Army Corps of Engineers, Los Angeles District (Corps) will hold a public hearing in relation to the Department of the Army permit application received for the Loop 202 South Mountain Freeway project. **This public hearing will be held on Tuesday, May 9, 2017 at the Boys and Girls Club of the East Valley, Gila River Branch-Komatke, 5047 West Pecos Road, Laveen, Arizona from 6 p.m. to 9 p.m.**



The hearing was requested as a result of the public review period (December 7th, 2016 through February 7th, 2017) of a Public Notice announcing the Corps' consideration of a permit application under Section 404 of the Clean Water Act for proposed discharges in Waters of the United States associated with the project. All interested individuals are invited to attend and are encouraged to review the December 7th, 2016 Public Notice for more information on the proposed activities. This Public Notice has been attached for your reference.

The Corps Regulatory Program evaluates permit applications for most construction activities that occur in the nation's lakes, rivers, streams, oceans, and wetlands. The purpose of the public hearing is to gather additional public views and comments on the proposed activity. The information gathered will become part of the record and will be considered in the decision.

To provide an equal opportunity for all speakers and to keep the hearing from running excessively long, a time limit for speakers may be imposed and one representative from each organization in

attendance may speak on behalf of their group. Persons speaking at the hearing may read from written statements or have their representative speak on their behalf, if they so desire. In addition, translators will be available at the public hearing for those wishing to provide oral comments in their traditional Native language. Comments regarding the proposed permit application can be submitted orally or in writing at the public hearing. Oral comments can be provided directly to a court reporter, or to a panel of Corps of Engineers' representatives and the public hearing attendees at large.

The hearing, including all oral comments, will be transcribed by a court reporter. Following the hearing, a complete verbatim transcript will be prepared and will be posted on the Los Angeles District Regulatory Division web page at http://www.spl.usace.army.mil/Missions/Regulatory/Projects-Programs/. A copy will also be available for viewing at the Corps' Arizona-Nevada Area Office, located at the address below.

Written comments will also be accepted after the hearing and should be submitted by Friday, May 19, 2017. Written comments can be mailed to the address below or sent via email to: Jesse.M.Rice@usace.army.mil. Comments received during the public review period will be considered by the Corps and will become part of the administrative record for the decision.

Should you have any questions about this project or the public hearing, please contact:

LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
ATTN: Jesse Rice
3636 North Central Avenue Suite 900
Phoenix, AZ 85012-1939

For additional information please call Jesse Rice of my staff at 602-230-6854 or via e-mail at Jesse.M.Rice@usace.army.mil. This public notice is issued by the Chief, Regulatory Division.

Regulatory Program Goals:

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
3636 North Central Avenue Suite 900
Phoenix, AZ 85012-1939
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PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

BUILDING STRONG®

APPLICATION FOR PERMIT
SR 202L (South Mountain Freeway)
I-10 (Maricopa Freeway) to I-10 (Papago Freeway)

Public Notice/Application No.: SPL-2002-00055
Project: SOUTH MOUNTAIN FREEWAY SR 202L
Comment Period: December 7, 2016 to January 5, 2017
Project Manager: Jesse Rice; 602-230-6854; Jesse.M.Rice@usace.army.mil

Applicant
Julie Gadsby
Arizona Department of Transportation
Phoenix Construction District
2140 W. Hilton Ave E700
Phoenix, Arizona 85009-6913

Contact
Ralph Ellis
Arizona Department of Transportation
Environmental Planning Group
1611 W. Jackson MD EM02
Phoenix, Arizona 85007

Location

The project is within the cities of Phoenix and Tolleson, Maricopa County, AZ (approximate center coordinates: 33.319048ºN, -112.161501ºW, decimal degrees NAD 83). The project would build a freeway that would extend approximately 22 miles, from the existing traffic interchange at I-10 (Maricopa Freeway) and State Route (SR) Loop 202 (202L) (Santan Freeway) extending westward along the Pecos Road alignment. The freeway would then turn northwest past Chandler Boulevard, turn north near the existing Elliot Road and 59th Avenue intersection, and meet the western terminus at I-10 (Papago Freeway) near 59th Avenue. Although the freeway alignment terminates at I-10 (Papago Freeway), the project limits would extend along I-10 (Papago Freeway) from 27th Avenue to 99th Avenue.

Activity

The Arizona Department of Transportation (ADOT), in cooperation with the Federal Highway Administration (FHWA) and Connect 202 Partners, is proposing to construct the South Mountain Freeway (SMF) which will complete the SR 202L from I-10 (Maricopa Freeway) to I-10 (Papago Freeway) (see attached drawings). For more information, see Additional Information section below.

Interested parties are hereby notified an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that supports the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under Section 404 of the Clean Water Act.

Comments should be mailed to:

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
ATTN: Jesse Rice
3636 North Central Avenue Suite 900
Phoenix, AZ 85012-1939

Alternatively, comments can be sent electronically to: Jesse.M.Rice@usace.army.mil

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States (US). The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

Evaluation Factors

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the EPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to

assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Preliminary Review of Selected Factors

EIS Determination- FHWA has completed an environmental impact statement for the project. However, the EPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the Clean Water Act were not used in the EIS. An additional evaluation will be prepared.

Water Quality- The applicant is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the Arizona Department of Environmental Quality. Section 401 requires any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance.

Coastal Zone Management- Not applicable within the State of Arizona.

Essential Fish Habitat- No Essential Fish Habitat (EFH), as defined by the Magnuson-Stevens Fishery Conservation and Management Act, occurs within the project area and no EFH is affected by the proposed project.

Cultural Resources- The project would affect sites listed or eligible for listing in the National Register of Historic Places. Therefore, through Section 106 consultation and the development of a Programmatic Agreement, it was determined that adverse effects would be mitigated through research, excavation and documentation.

Endangered Species- Preliminary determinations indicate the proposed activity would not affect federally-listed endangered or threatened species, or their critical habitat. Therefore, formal consultation under Section 7 of the Endangered Species Act does not appear to be required at this time.

Public Hearing- Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearing shall state with particularity the reasons for holding a public hearing.

Proposed Activity for Which a Permit is Required

Basic Project Purpose- The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the applicant's project is water dependent (i.e., requires access or proximity to or siting within the special aquatic site to fulfill its basic purpose). Because no fills are proposed within special aquatic sites, identification of the basic project purpose is not necessary. The basic project purpose for the proposed project is to augment regional transportation capacity within the Phoenix metropolitan area. The project is not water dependent.

Overall Project Purpose- The overall project purpose serves as the basis for the Corps' 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a reasonable range of alternatives to be analyzed. The overall project purpose for the proposed project is to construct the SMF to alleviate the region’s congestion, travel delays, and limited travel options for moving people and goods safely through the southwestern quadrant of the Phoenix metropolitan area. The proposed project would connect existing freeways to optimize the regional freeway system continuity and overall effectiveness of transportation operations.

Additional Project Information

Baseline information- The project is located within the City of Phoenix, Tolleson and unincorporated areas of Maricopa County, and ADOT will obtain right-of-way (ROW) for the entire project limits and drainage easements from adjacent private landowners. Other adjacent landownership includes Gila River Indian Community, City of Phoenix, Bureau of Land Management, Arizona State Land Department and various private landowners. Much of the project area has been disturbed by residential, commercial, and industrial development, mining for sand and gravel, and agricultural and recreational uses. Some undeveloped areas are present within the project limits including several parcels along Pecos Road, and a reach of the project limits extending west from Pecos Road to the projects intersection with 51st Avenue. Within the area from Pecos Road to 51st Avenue, three outcrops from the South Mountain ridgeline extend into the project limits and disturbance from recreation, such as off-highway vehicle use, hiking and biking is prevalent.

The project area is characterized by broad, flat, low-lying desert valleys between relatively low relief isolated mountain (South Mountain and Sierra Estrella) with elevations ranging from approximately 970 feet to approximately 1,375 feet above mean sea level. The project area encompasses 51 waters of the US including the ephemeral Salt River, intermittent Laveen Conveyance and 50 ephemeral unnamed drainages and constructed channels. The majority of the project drainages have been altered or disturbed to some extent and flow south or southwest from South Mountain eventually discharging to the Gila River or fallow agricultural fields on Gila River Indian Community lands. The Salt River which is highly disturbed and flows infrequently as a result of upstream flow diversions, dams and extensive mining in the river bottom crosses the project area between Broadway Road and Southern Avenue. Within the project limits, the jurisdictional limits of the Salt River are confined to an inactive mining pit which has captured water in varying amount and subsequently dried many times, with no consistent water level. Additionally, several constructed channels including the Laveen Conveyance are waters of the US. These channels are a combination of grass and concrete-lined and convey nuisance flow from the surrounding agricultural irrigation and urban runoff through the project limits.

Project description- ADOT, in cooperation with FHWA and Connect 202 Partners, is proposing to construct the SMF which will complete the SR 202L from I-10 (Maricopa Freeway) to I-10 (Papago Freeway). The proposed freeway would extend a distance of approximately 22 miles in the southwestern quadrant of the Phoenix metropolitan area, beginning at its eastern terminus with the existing traffic interchange between I-10 (Maricopa Freeway) and SR 202L (Santan Freeway) and extending westward on the Pecos Road alignment for approximately 8 miles. The proposed freeway alignment would then head northwest for approximately 5 miles, turn north near the Elliot Road and 59th Avenue intersection, continue for approximately 9 miles crossing the Salt River, and reach its western terminus with I-10 (Papago Freeway) near 59th Avenue.

The proposed freeway would consist of the following major features:

- Three 12-feet wide general purpose lanes and one high-occupancy vehicle (HOV) lane in each direction. A shared-use path that parallels the freeway alignment to the south between 40th Street to 17th Avenue
- Thirteen diamond-type traffic interchanges (TI) at approximately 1-mile intervals at following cross streets: 40th Street, 24th Street, Desert Foothills Parkway, 17th Avenue, Estrella Drive, Elliot Road, Dobbins Road, Baseline Road, Southern Avenue, Broadway Road, Lower Buckeye Road, Buckeye Road, and Van Buren Street
- Five overpasses (OP) at the following locations: Ivanhoe Street, Roosevelt Irrigation District (RID) Canal, Union Pacific Railroad (UPRR), Roosevelt Street, 51st Avenue, 32nd Street
- Replacing the existing service traffic interchange (TI) on I-10 (Papago Freeway) at 59th Avenue with a new system TI that includes direct high-occupancy vehicle (DHOV) ramp connection to and from the east on I-10
- Converting 59th Avenue to two-lane northbound and southbound frontage roads between Van Buren Street and the RID Canal (continued next page)

- A combination of noise walls and fencing will restrict pedestrian access to the entire freeway
- Utility relocation as necessary
- Staging and stockpiling outside waters of the US. Landscaping and seeding all areas disturbed by construction is planned.
- Small retention basins along the freeway corridor east of 51st Avenue to retain on-site flows and treat freeway runoff

Specific proposed activities impacting Waters of the United States include the following (Please refer to the tables starting on the next page for details on each crossing):

- Construct 29 Reinforced Concrete Box Culverts (RCBC), 12 corrugated metal pipes (CMP), 2 reinforced concrete pipes (RCP), and 6 overpasses (OP) to convey drainages and maintain downstream flow connections across the new freeway and multi-use path. Depending on the specific site and the drainage conditions, concrete aprons, riprap protection, or energy dissipation structures will be constructed on structure inlets and outlets as appropriate. In addition, five of the overpasses will be multi-use overpasses (MUOP), which will be constructed in a manner that allows for flow conveyance but also accommodates wildlife, recreational users, and others to cross under the freeway between the 51st Avenue and the west end of the existing Pecos Road.
- Construct two 16-span girder bridges, measuring approximately 85' wide and 2,660' long for eastbound and westbound over the Salt River. 6 concrete bridge piers measuring 60" in diameter would be placed in Waters of the United States. Construction of the bridge will take 18 months to complete.
- Construct a channel which captures off-site drainage, parallels the east side of the freeway west of 51st Avenue and conveys the drainage to detentions basins which outfall to the Salt River.

Construction of the entire freeway will occur concurrently in four segments with a compressed timeline made possible by the public/private partnership, under which the freeway will be built and maintained. Preliminary construction activities that did not require a permit from the Corps began in September 2016 with improvements occurring at the Santan Freeway/Pecos Road interchange, but mainline construction is expected to begin in early 2017. Construction is expected to take three years and will be completed in early 2020. Most of the construction activities occurring in Waters of the United States will be limited to a few months in duration at each crossing and would consist of permanent impacts (actual structures/fill placed in Waters) and temporary impacts (disturbed areas that will be restored after construction). However, an exception would be the construction of the Salt River Bridge, which is expected to take 18 months to complete. Because of the extended duration of construction and ADOT's need for continuous access to the riverbed during the project, all impacts at the Salt River are being considered as permanent by the Corps. Please refer to the attached maps.

There are no wetlands, perennial waters or unique aquatic resources onsite. The project would involve the discharge of dredged and/or fill materials in waters of the US, totaling approximately 7.778 acres of permanent impacts and approximately 1.452 acres of temporary impacts. The majority of permanent impacts are attributed to the installation of drainage structures to convey waters of the US through the project limits and construction of the two bridges across the Salt River and its associated floodplain.

		EXISTING	PROPOSED			
Wash No.	Sta No.	Drainage Structure Type height by width by length	Existing Structure Changes/New Structure INCLUDE DETAIL #	Drainage Structure Type height by width by length	Riprap/ Concrete Outlet Protection Length by depth	Riprap/ Concrete Inlet Protection Length by depth
Wash 1 (W1)	2074+53.9	4-7'x10'x149' CBC	Remove existing concrete box culvert (CBC). New construction includes 4-5'x10'x456' RCBC with inlet and outlet concrete aprons, riprap outlet protection and channel grading. (Detail DP01 and D30).	4-5'x10'x456' RCBC	20'x18" riprap 22'x6" concrete apron	17'x6" concrete apron
Constructed channel 1 (C1)	2107+82.0	3-4'x8'x121' CBC	Remove existing CBC. New construction includes 4-4'x10'x215' RCBC with concrete outlet apron, and riprap outlet protection. (Detail DP02).	4-4'x10'x215' RCBC	20'x18" riprap 13'x6" concrete apron	N/A
Constructed channel 3 (C3)	2158+21.9	6-5'x10'x133' CBC	Remove existing CBC and protect in place the split retaining wall at existing culvert outlet. New construction includes 6-5'x10'x246' RCBC upstream of the existing structure, 162'x1.25' split retaining wall connecting the new RCBC to the existing split retaining wall, concrete outlet apron, and riprap outlet protection. (Detail DP04 and D36).	6-5'x10"x246' RCBC	150'x3' riprap 15'x6" concrete apron	N/A
Constructed channel 4 (C4)	2190+41.5	3-59"x81"x120' CBC	Remove existing CBC. New construction includes 6'x10'x221' RCBC under SMF with concrete outlet apron, 1,443' long concrete lined channel, 3-6'x10'x37' RCBC under MUP with concrete outlet apron, and riprap outlet protection. (Detail DP07, D1, and D3).	3-6'x10'x221' RCBC	11'x6" concrete apron	N/A
				3-6'x10x37' RCBC	36'x4.5' riprap 20'x6" concrete apron	N/A
Wash 2 (W2)	2219+35.0	2-63"x87"x120' CMPA	Remove existing corrugated metal pipe arch (CMPA). New construction includes 18"x53' CMP under maintenance access, 566.5'long concrete lined channel; 2-5'x10'x232' RCBC under SMF with concrete outlet apron, riprap outlet protection and minor channel grading. (Detail DP08, D1, and D3).	18"x53' CMP	N/A	N/A
				2-5'x10'x232' RCBC	25'x1.5' riprap 15'x6" concrete apron	N/A
Constructed channel 5 (C5)	2224+58.9	2-59"x81"x164' CMPA	Remove existing CMPA. New construction includes 3-72"x235' CMPs with inlet and outlet concrete aprons, riprap outlet protection and channel grading. (Detail DP09).	3-72"x235' CMP	30'x3' riprap 17'x6" concrete apron	17'x6" concrete apron
Wash 3 (W3)	2275+47.0	3-96"x139' CSP	Remove existing corrugated steel pipe (CSP). Construct new 2-8'x12'x508' RCBC with outlet riprap energy dissipator. (Detail DP11).	2-8'x12'x508' RCBC	71'x4' riprap energy dissipator	N/A
Wash 4 (W4)	2303+81.3	78"x215' CSP	Remove existing CSP. Construct new 6'x8'x313' RCBC with riprap outlet energy dissipator. (Detail DP13).	6'x8'x313' RCBC	25'x3.5' riprap energy dissipator	N/A
Wash 5 (W5)	2330+07.4	2-78"x170' CSP	Remove existing CSP. Construct new 2-72"x253' CMPs lined with 4" of non-shrink grout on the floor and inlet and outlet grouted riprap aprons. Pipe floors and aprons are covered with 8" of natural substrate and channel grading upstream and downstream of the new pipes (Detail DP15).	2-72"x253' CMP (Small Animal Crossing)	30'x12" grouted riprap apron	33'x12" grouted riprap apron
Constructed channel 6 (C6)	2349+35.0	5-90"x196' CMP	Remove existing CMP. New construction includes 4-7'x10'x222' RCBC with inlet and outlet concrete aprons, riprap outlet protection and channel grading. (Detail DP17).	4-7'x10'x222' RCBC	35'x18" riprap 19'x6" concrete apron	20'x6" concrete apron
Wash 43 (W43)	2395+80.1	N/A	Construct new 2-36"x349' CMPs, riprap outlet protection and channel grading. (Detail DP20).	2-36"x349' CMP	16'x18" riprap	N/A
Truncated Wash west (T2)	2397+32.9	N/A	Construct new 24"x321' CMP, riprap outlet protection and channel grading. (Detail DP21).	24"x321' CMP	16'x18" riprap	N/A
Wash 44 (W44)	2402+91.5	N/A	Construct new 30"x280' RCP with riprap inlet and outlet protections and channel grading. (Detail DP22).	30"x280' RCP	10'x10" wire-tied riprap	20'x24" riprap
Wash 6 (W6)	2408+86.8	N/A	Channel grading to redirect flows via a 345' long earthen channel to W7. (No Detail Sheet)	N/A	N/A	N/A
Wash 7 (W7)	2410+17.4	4'x8'x145' CBC	Remove existing CBC. New construction includes 6'x10'x311' RCBC with inlet concrete channel lining and concrete outlet apron, riprap outlet protection and channel grading. (Detail DP23).	6'x10'x311' RCBC	24'x18" riprap 18'x6" concrete apron	70'x6" concrete channel lining

Please refer to attached maps for the locations of each aquatic resource.

		EXISTING	PROPOSED			
Wash No.	Sta No.	Drainage Structure Type height by width by length	Existing Structure Changes/New Structure INCLUDE DETAIL #	Drainage Structure Type height by width by length	Riprap/ Concrete Outlet Protection Length by depth	Riprap/ Concrete Inlet Protection Length by depth
Wash 8 (W8)	2412+96.1	4'x8x141' RCBC	Remove existing RCBC. New construction includes 6'x10'x243' RCBC with concrete outlet apron lined with 4" of non-shrink grout on the floor, inlet and outlet grouted riprap, and channel grading. RCBC floor, apron and grouted riprap are covered with 8" of natural substrate. (Detail DP24).	6'x10'x243' RCBC (Small Critter Crossing)	24'x12" grouted riprap 18'x6" concrete apron	71'x12" grouted riprap
Wash 9 (W9)	2418+07.5	4'x8x136' CBC	Remove existing CBC. New construction includes 5'x10'x254' RCBC with concrete outlet apron, riprap inlet and outlet protections and channel grading. (Detail DP25).	5'x10'x254' RCBC	20'x18" riprap 18'x6" concrete apron	69'x24" riprap
Wash 10 (W10)	2425+20.0	4'x8x167' CBC	Remove existing CBC. New construction includes 6'x6'x286' RCBC with concrete outlet apron, riprap inlet and outlet protections and channel grading. (Detail DP27).	6'x6'x286' RCBC	24'x18" riprap 18'x6" concrete apron	59'x24" riprap
Wash 11 (W11)	2431+36.0	24"x165' RCP	Remove existing RCP. New construction includes 12' of riprap at the confluence of W11 and constructed roadside channel, 6'x10'x246' RCBC with concrete outlet apron, riprap outlet protection and channel grading. (Detail DP29).	6'x10'x246' RCBC	22'x18" riprap 19'x6" concrete apron	
Wash 12 (W12)	2438+10.0	2-24"x154' RCP	Remove existing RCP. New construction includes 15' of riprap at the confluence of W12 and constructed roadside channel, 2-5'x8'x230' RCBC with concrete outlet apron, riprap outlet protection and channel grading. (Detail DP31).	2-5'x8'x230' RCBC	20'x18" riprap 18'x6" concrete apron	
Wash 13 (W13)	2447+18.9	2-36"x159' RCP	Remove existing RCP. New construction includes 23' of riprap at the confluence of W13 and constructed roadside channel, 2-5'x8"x207' RCBC with concrete outlet apron, riprap outlet protection and channel grading. (Detail DP 32).	2-5'x8'x207' RCBC	20'x18" riprap 18'x6" concrete apron	
Wash 14 (W14)	2447+18.9	N/A	Construction access for Chandler Boulevard cul-de-sac installation. (No Detail Sheet).	N/A	N/A	N/A
Constructed Channel (C7)	2473+94.8	4-5'x6'x16' RCBC	Remove existing RCBC. New construction includes 18"x124' RCP under a basin, 5-5'x10'x230' RCBC with inlet and outlet concrete aprons, riprap outlet protection and channel grading. (Detail DP33).	18"x124' RCP	N/A	N/A
				5-5'x10'x230' RCBC	26'x18" riprap 15'x6" concrete apron	19'x6" concrete apron
Wash 17 (W17)	2494+70.4	N/A	Construction access for 18'x140'x147' MUOP (No Detail Sheet).	18'x140'x147' MUOP	N/A	N/A
Wash 18 (W18)	2504+88.4	N/A	Construct new 48"x205' CMP, and channel grading (No Detail Sheet).	48"x205' CMP	N/A	N/A
Wash 19 (W19)	2520+93.7	N/A	Construct new 60"x181' CMP, channel grading and 36' of riprap channel lining. (No Detail Sheet).	60"x181' CMP	N/A	N/A
Wash 20 (W20)	2521+83.0	N/A	Construct new 48"x187' CMP. (No Detail Sheet).	48"x187' CMP	N/A	N/A
Wash 21 (W21)	2528+96.4	N/A	Construct new 36"x223' CMP. (No Detail Sheet).	36"x223' CMP	N/A	N/A
Wash 22 (W22)	2534+00.0	N/A	Construct new 5'x10'x247' RCBC with concrete outlet apron, and riprap outlet protection. (No Detail Sheet).	5'x10"x247' RCBC	36'x18" riprap 8'x6" concrete apron	N/A
Wash 23 (W23)	2536+41.7	N/A	Construction access for 18'x130'x145' MUOP (No Detail Sheet).	18'x130'x145' MUOP	N/A	N/A
Wash 24 (W24)	2536+41.7	N/A	Construction access for 18'x130'x145' MUOP that spans W23. (No Detail Sheet).	N/A	N/A	N/A
Wash 25 (W25)	2543+64.5	N/A	Construct new 6'x10'x321' RCBC with concrete outlet apron, and riprap outlet protection. (No Detail Sheet).	6'x10'x321' RCBC	36'x18" riprap 18'x6" concrete apron	N/A
Wash 26 (W26)	2548+34.5	N/A	Construct new 2-6'x10'x357' RCBC with concrete outlet apron, and riprap outlet protection. (No Detail Sheet).	2-6'x10'x357' RCBC	36'x18" riprap 18'x6" concrete apron	N/A
Wash 27 (W27)	2548+18.3	N/A	Channel grading and 36' of riprap channel lining. (No Detail Sheet).	N/A	N/A	N/A
Wash 28 (W28)	2565+92.2	N/A	Construct new 18'x155'x145' MUOP (No Detail Sheet).	18'x155'x145' MUOP	N/A	N/A
Wash 29A (W29A)	2570+05.2	N/A	Channel grading to redirect flows via an 80' long earthen channel to W29. (No Detail Sheet).	N/A	N/A	N/A

Please refer to attached maps for the locations of each aquatic resource.

		EXISTING	PROPOSED			
Wash No.	Sta No.	Drainage Structure Type height by width by length	Existing Structure Changes/New Structure INCLUDE DETAIL #	Drainage Structure Type height by width by length	Riprap/ Concrete Outlet Protection Length by depth	Riprap/ Concrete Inlet Protection Length by depth
Wash 29 (W29)	2571+13.7	N/A	Construct new 5'x10'x 207' RCBC with inlet and outlet concrete aprons, riprap inlet and outlet protection, and channel grading. (No Detail Sheet).	5'x10'x x207' RCBC	66'x18" riprap 11'x6" concrete apron	38'x18" riprap 12'x6" concrete apron
Wash 30 (W30)	2578+27.0	N/A	Construct new 72"x204' CMP, riprap inlet and outlet protection, and channel grading. (No Detail Sheet).	72"x204' CMP	71'x18" riprap	85'x18" riprap
Wash 31 (W31)	2581+82.2	N/A	Construct new 6-6'x10'x189' RCBC with inlet and outlet concrete aprons, riprap inlet protection, and channel grading. (No Detail Sheet).	6-6'x10'x189' RCBC	10'x6" concrete apron	62'x18" riprap 10'x6" concrete apron
Wash 32 (W32)	2585+57.1	N/A	Construct new 48"x225' CMP, riprap inlet and outlet protection, and channel grading. (No Detail Sheet).	48"x225' CMP	125'x18" riprap	55'x18" riprap
Wash 33 (W33)	2595+31.3	N/A	Construct new at-grade, low-flow, local access road crossing, 6-6'x10'x155' RCBC under SMF with inlet and outlet concrete aprons, and channel grading. (No Detail Sheet).	6-6'x10'x155' RCBC	16'x6" concrete apron	10'x6" concrete apron
Wash 34 (W34)	2600+11.6	N/A	Construct new at-grade, low-flow, local access road crossing, 6'x10'x176' RCBC under SMF with inlet and outlet concrete aprons, riprap outlet protection, and channel grading. (No Detail Sheet).	6'x10'x176' RCBC	38'x18" riprap 25'x6" concrete apron	10'x6" concrete apron
Wash 35 (W35)	2604+07.8	N/A	Construct new 5'x10'x207' RCBC, with concrete outlet apron, riprap inlet and outlet protection and channel grading. (No Detail Sheet).	5'x10'x207' RCBC	90'x18" riprap 10'x6" concrete apron	50'x18" riprap
Wash 36 (W36)	2611+39.2	N/A	Construct new 80'x143'x 270' Ivanhoe Street OP. Channel grading to redirect flows via a 469' long riprap and concrete lined channel under Ivanhoe Street OP and back to W36. (No Detail Sheet).	80'x143'x 270' OP	N/A	N/A
Wash 37 (W37)	2614+56.0	N/A	Channel grading to redirect flows via a 340' long earthen channel to a new 2-6'x10'x285' RCBC under SMF with concrete outlet apron, and riprap outlet protection (No Detail Sheet)	2-6'x10'x285' RCBC	150'x18" riprap 12'x6" concrete apron	N/A
Wash 38 (W38)	2620+41.2	N/A	Construct new at-grade, low-flow, local access road crossing, 6'x6'x211' RCBC under SMF with inlet and outlet concrete aprons, riprap outlet protection, and channel grading. (No Detail Sheet).	6'x6'x211' RCBC	115'x18" riprap 10'x6" concrete apron	10'x6" concrete apron
Wash 39 (W39)	2624+95.7	N/A	Construct new at-grade, low-flow, local access road crossing, 6'x6'x238' RCBC under SMF with concrete outlet apron, riprap inlet and outlet protection, and channel grading. (No Detail Sheet).	6'x6'x238' RCBC	62'x18" riprap 10'x6" concrete apron	36'x18" riprap
Wash 40 (W40)	2955+98.3	N/A	Construct new 48"x346' CMP with riprap inlet and outlet protection, and channel grading. (No Detail Sheet).	48"x346' CMP	65'x18" riprap	60'x18" riprap
Wash 41 (W41)	2956+66.6	N/A	Channel grading to redirect flows via a 430' long earthen lined channel under new 18'x118'x145' MUOP. (No Detail Sheet).	18'x118'x145' MUOP	N/A	N/A
Laveen Conveyance (LC)	3130+53.6	5' wide concrete lined channel	Remove existing concrete channel lining within the limits of the RCBC. New construction includes 4-16'x12'x320' RCBC with inlet and outlet 10' concrete transitions from new RCBC to existing concrete lining; excavation and backfill for Laveen Area Conveyance Channel siphon to be installed upstream from the new RCBC inlet; channel grading and pump around to be installed during construction. Fill material and temporary construction access would be required. (Laveen Area Conveyance Channel plan sheets).	4-16'x12'x320' RCBC	10' concrete transition	10' concrete transition
Salt River Mine Pit (SRMP)	3230+00.0	N/A	Construct an EB and WB 16-span 85'x2660' Precast/Prestressed Concrete BT82 Girder Bridge with 4-72" drilled shafts supporting 60" columns which comprise the piers. Only piers 12, 13, and a portion of pier 11. On the EB bridge and pier 11, 12, and a portion of pier 13 on the WB bridge would be placed in WUS. (Salt River Bridge plan sheets).	2 16-span 85'x2660' Precast/Prestressed Concrete BT82 Girder Bridges	N/A	N/A

Please refer to the attached maps for the locations of each aquatic resource.

Proposed Mitigation – The proposed mitigation may change as a result of comments received in response to this public notice, the applicant's response to those comments, and/or the need for the project to comply with the 404(b)(1) Guidelines. In consideration of the above, the proposed mitigation sequence (avoidance/minimization/compensation), as applied to the proposed project is summarized below:

Avoidance: The alternatives analysis for this project indicated that it would not be practicable to avoid waters of the US during project construction. After reviewing the alternatives analysis independently evaluating opportunities for avoidance, the Corps has concurred that avoidance of waters of the US is not practicable for this project.

Minimization: Throughout the extensive planning and preliminary design phases of this project numerous alternatives that would meet the purpose and need of the project while minimizing impacts to waters of the US were evaluated. Design considerations that minimized impacts to waters of the US included the span width and pier design on the Salt River Bridges, alignment of the shared-use path, and location of multi-use crossings. During construction, impacts would be limited to the minimum necessary to accomplish the project. It was determined that the contractor could avoid portions of waters of the US within the project limits; therefore, the portions of waters of the US that would not be impacted by project activities will be flagged and signed for avoidance prior to construction activities. An Individual Section 401 Water Quality Certification is required and will include measures to ensure impacts to water quality are minimized, and a Storm Water Pollution Prevention Plan would be required for compliance with the Arizona Pollutant Discharge Elimination System (AZPDES) 2013 Construction General Permit.

Compensation: The proposed action would result in a cumulative total of 7.778 acres of permanent impacts to other waters of the US. The applicant proposes to provide compensatory mitigation in the form of in-lieu-fees at a ratio of 1:1 for permanent impacts that are greater than 0.50 acre at a single crossing. A total of 4 drainages (i.e. Constructed Channel 4, Wash 3, Laveen Conveyance and Salt River Mine Pit) have permanent impacts which exceed 0.50 acre and a total of 4.558 acres of waters of the US would be mitigated for in ADOT's proposal. The In-lieu fees would be contributed to Arlington Wildlife Area In-Lieu Fee Project Site to compensate for the loss of waters of the US associated with this project. The Corps is still reviewing and evaluating the applicant's mitigation proposal.

Proposed Special Conditions

Special Conditions are currently being reviewed and developed for this project. However, the following list is comprised of proposed Permit Special Conditions, which are required of similar types of projects:

1. Discharges associated with dewatering operations, if required, will be done in a manner that does not cause erosion at the discharge point/receiving channel. Energy dissipation and/or scour protection will be utilized as appropriate, and must be removed after operations have ceased. Discharged water will be free of sediment.

2. The permittee shall provide notification, either written or verbal, to the Corps of Engineers at least one week prior to the start of work, as to the anticipated beginning and ending dates of construction. The permittee shall allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished within the terms and conditions of the permit**.**

3. A copy of the permit shall be on the job site at all times during construction. The permittee shall provide a copy of this permit to all construction representatives. The permittee shall require that all construction representatives read this authorization in its entirety and acknowledge they understand its contents and their responsibility to ensure compliance with all general and special conditions contained herein.

4. The construction limits for all work within waters of the U.S. shall be fenced, staked, or flagged prior to construction. The contractor(s) shall be thoroughly familiar with each of the project boundaries, and all perimeter markings shall be maintained intact for the life of the project. The contractor shall monitor each of the construction zones during the entire length of the contract to ensure fencing, staking, or flagging remains in place and that no vegetation is disturbed outside of the construction limits.

5. The permittee shall ensure that all project areas disturbed by construction-related activities within waters are stabilized and uplands areas reseeded with a locally native plant species in the uplands. Waters shall be restored to their pre-project conditions/contours, to the maximum extent possible, upon project completion. Unless specifically authorized all temporary construction access, staging activities, and stockpiling shall be located outside of the waters of the U.S. The location of these activities shall be sited to minimize the removal of mature trees, to utilize previously disturbed areas to the extent practicable, and to minimize the total area of disturbance.

6. The permittee shall not discharge dredged or fill material while constructing this project or any other phase of this project, other than the permitted activities identified above.

For additional information please call Jesse Rice of my staff at 602-230-6854 or via e-mail at Jesse.M.Rice@usace.army.mil. This public notice is issued by the Chief, Regulatory Division.

Regulatory Program Goals:

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

DEPARTMENT OF THE ARMY
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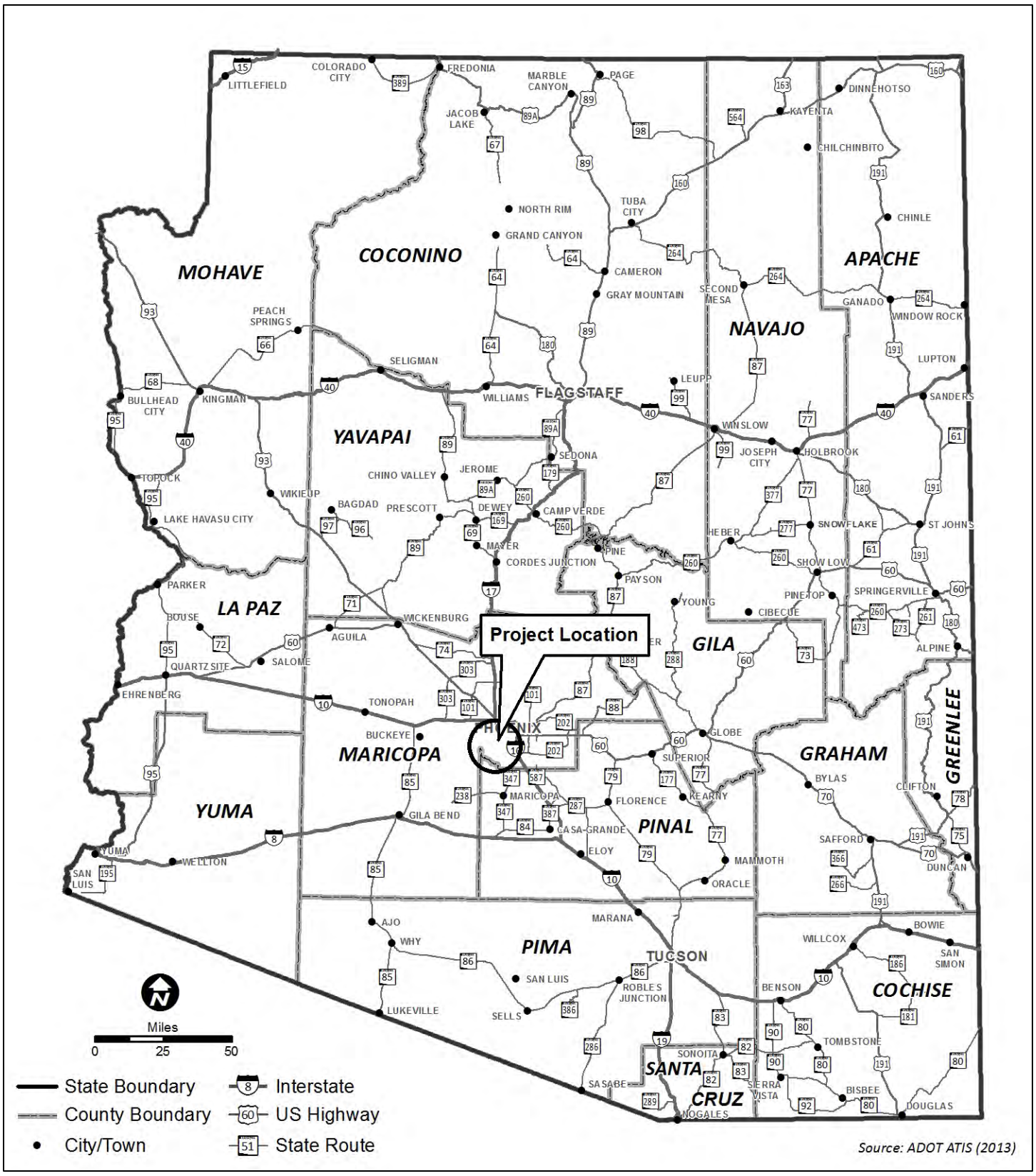


Figure 1 – State Location Map

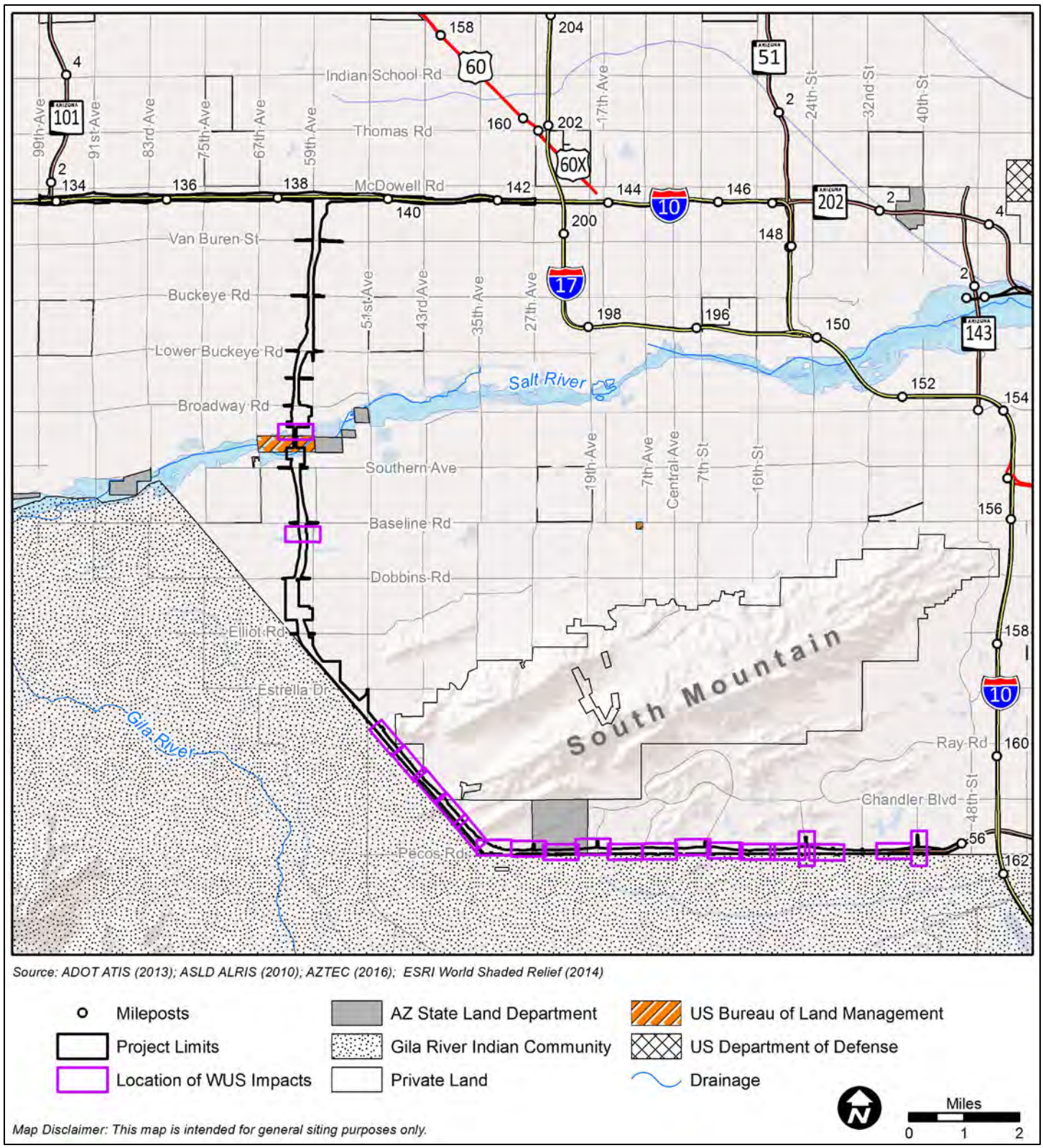
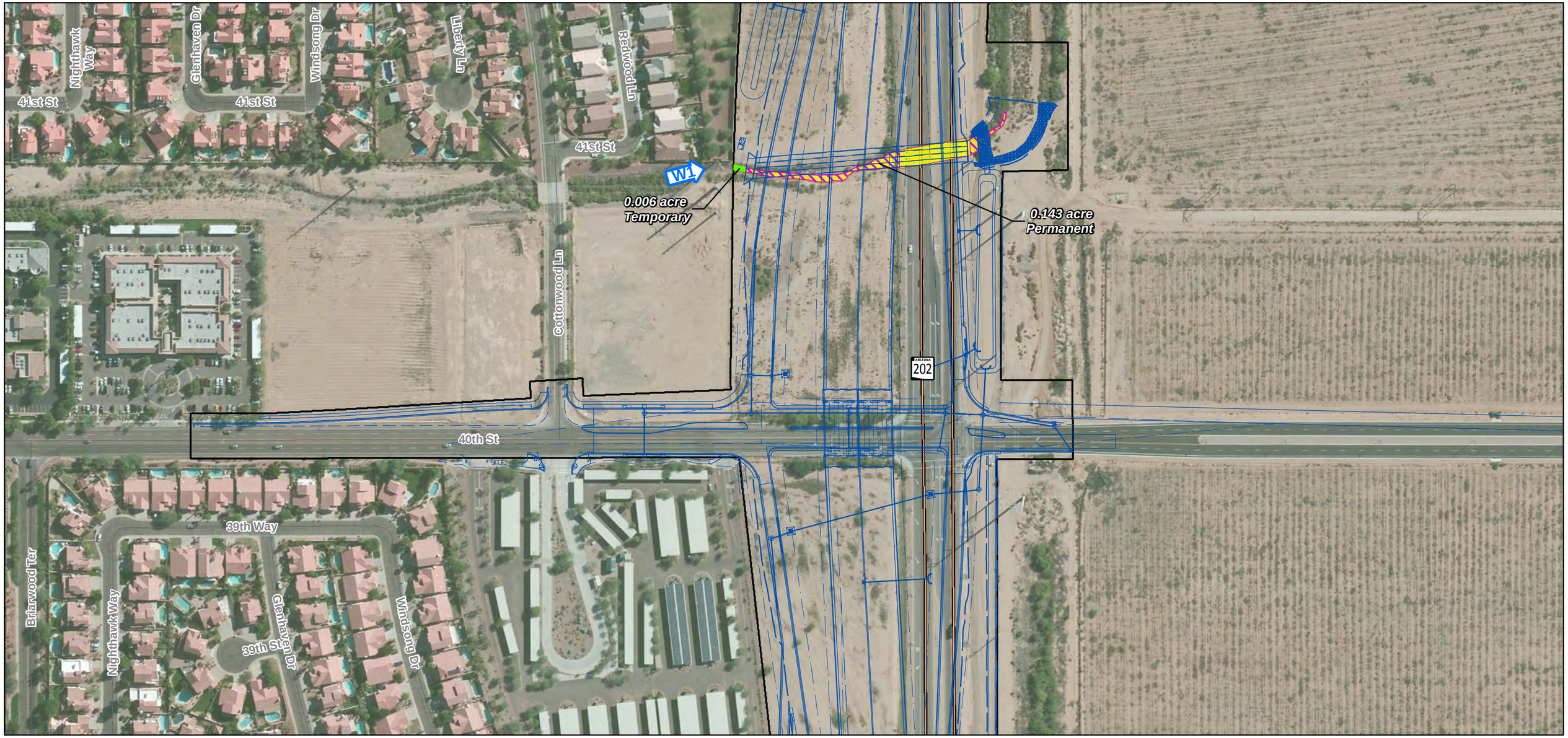


Figure 2 – Project Vicinity Map



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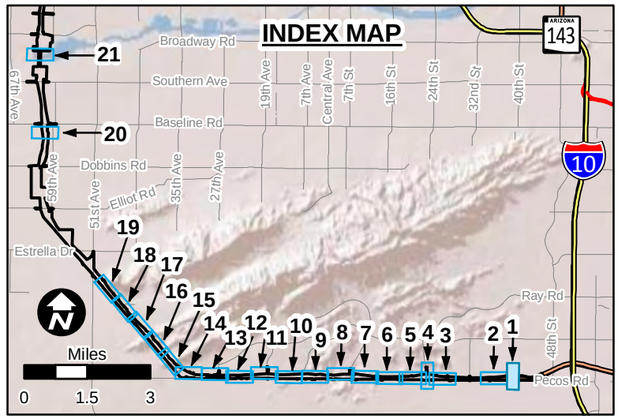

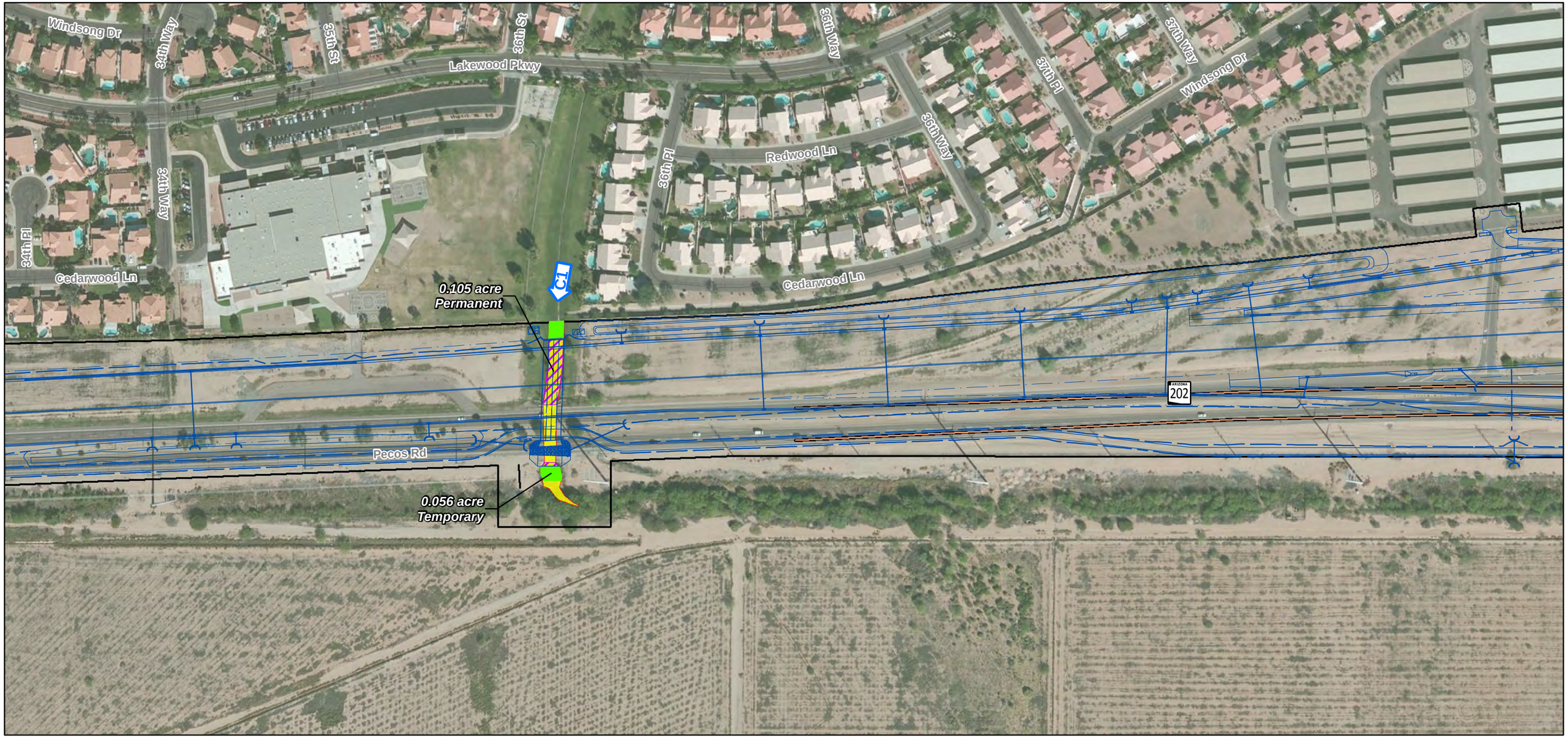

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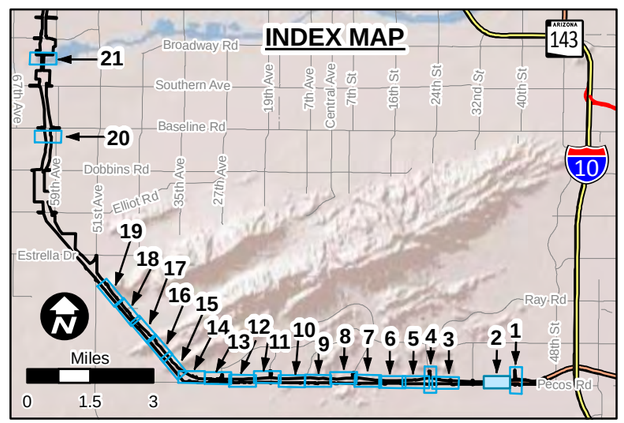

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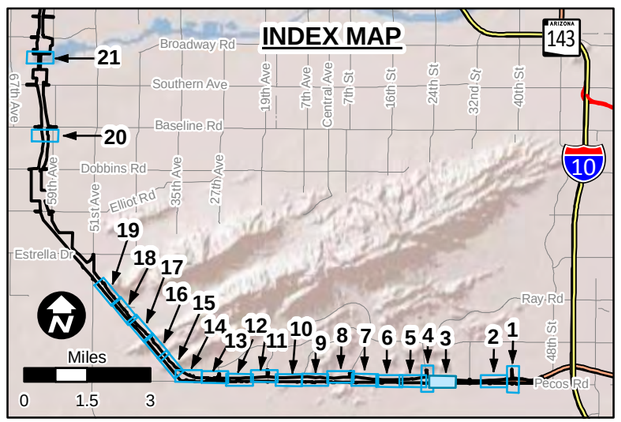

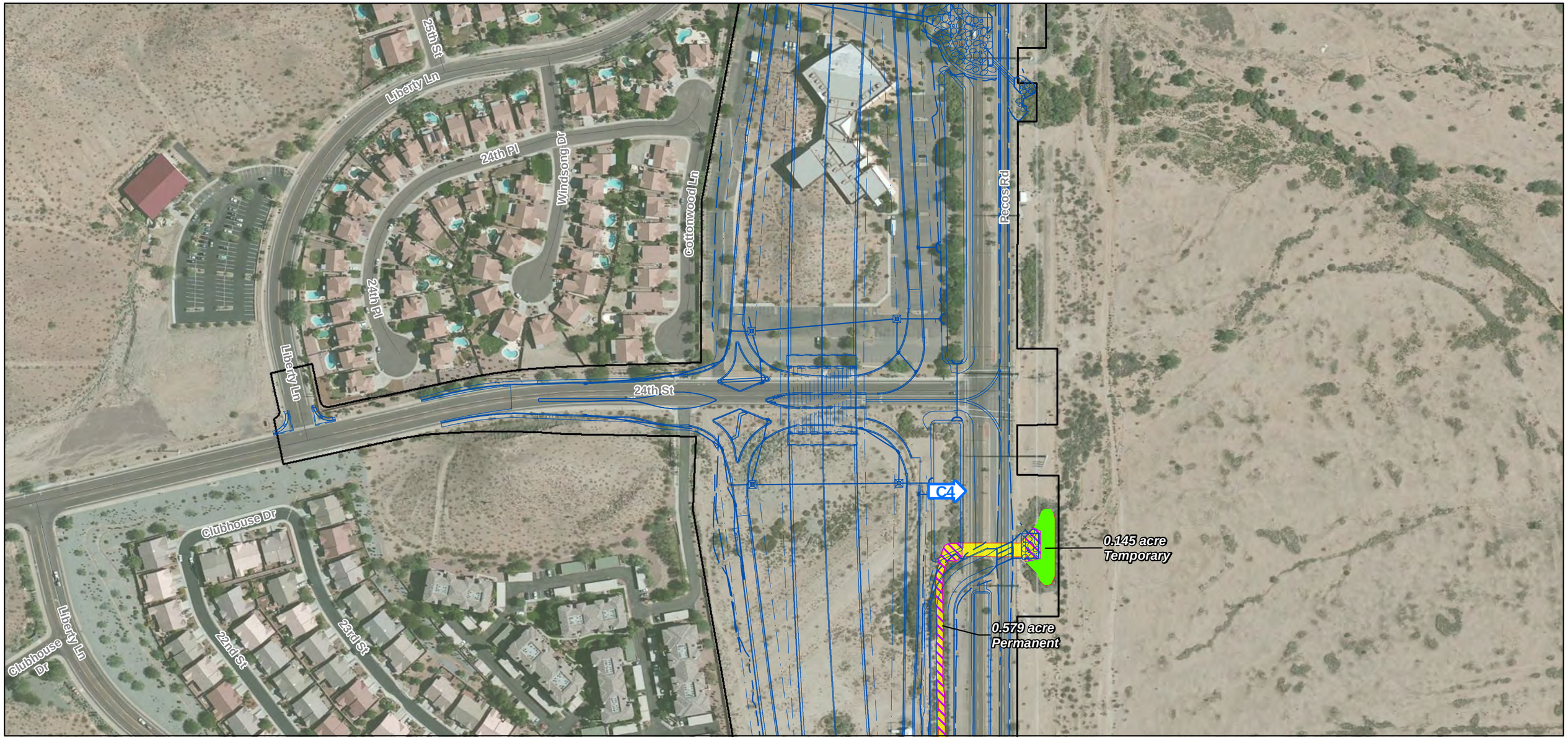

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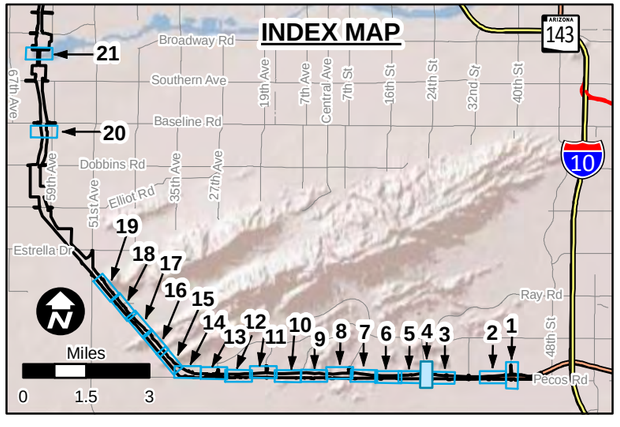

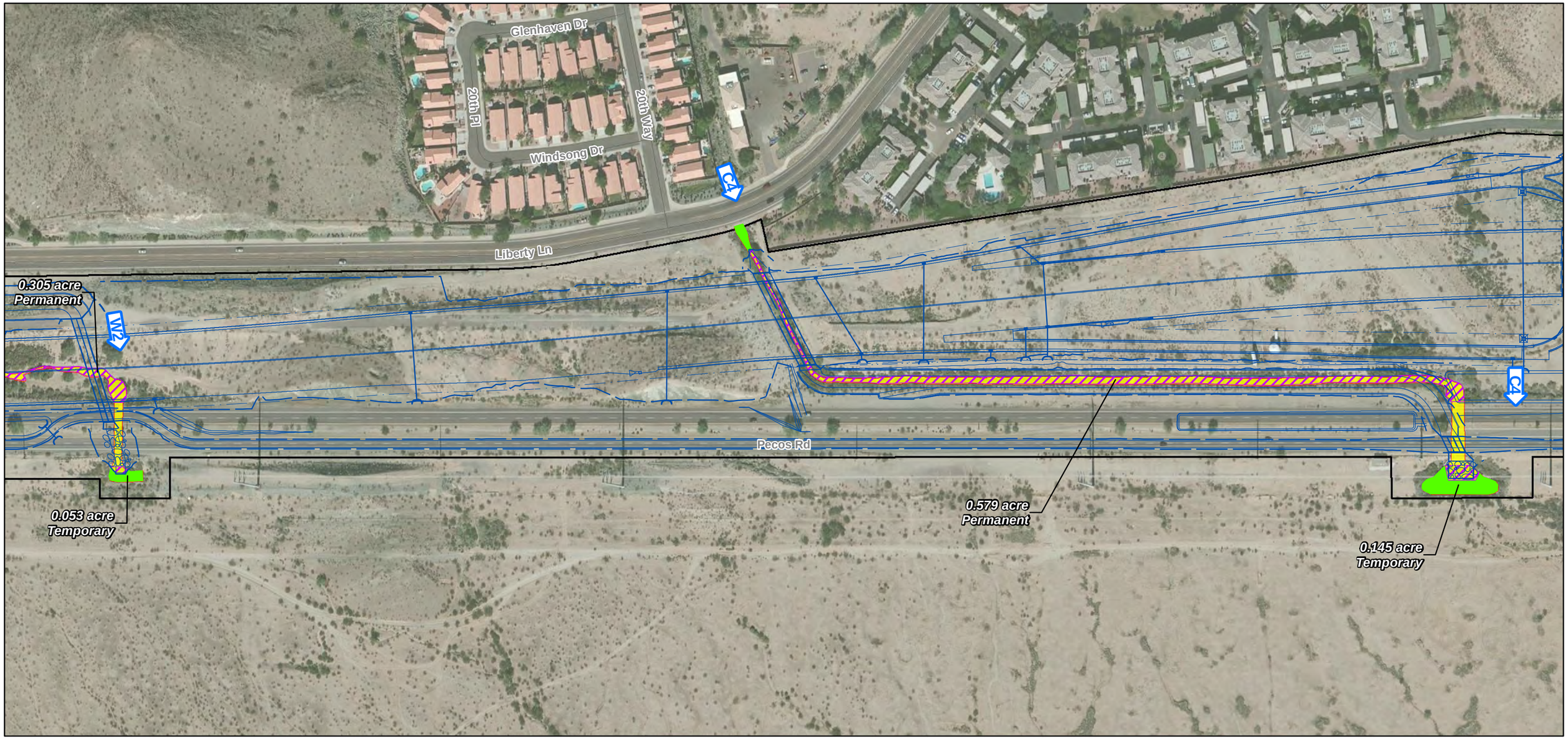

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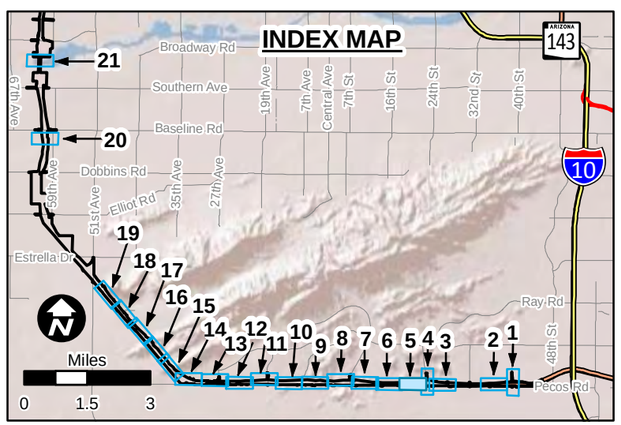

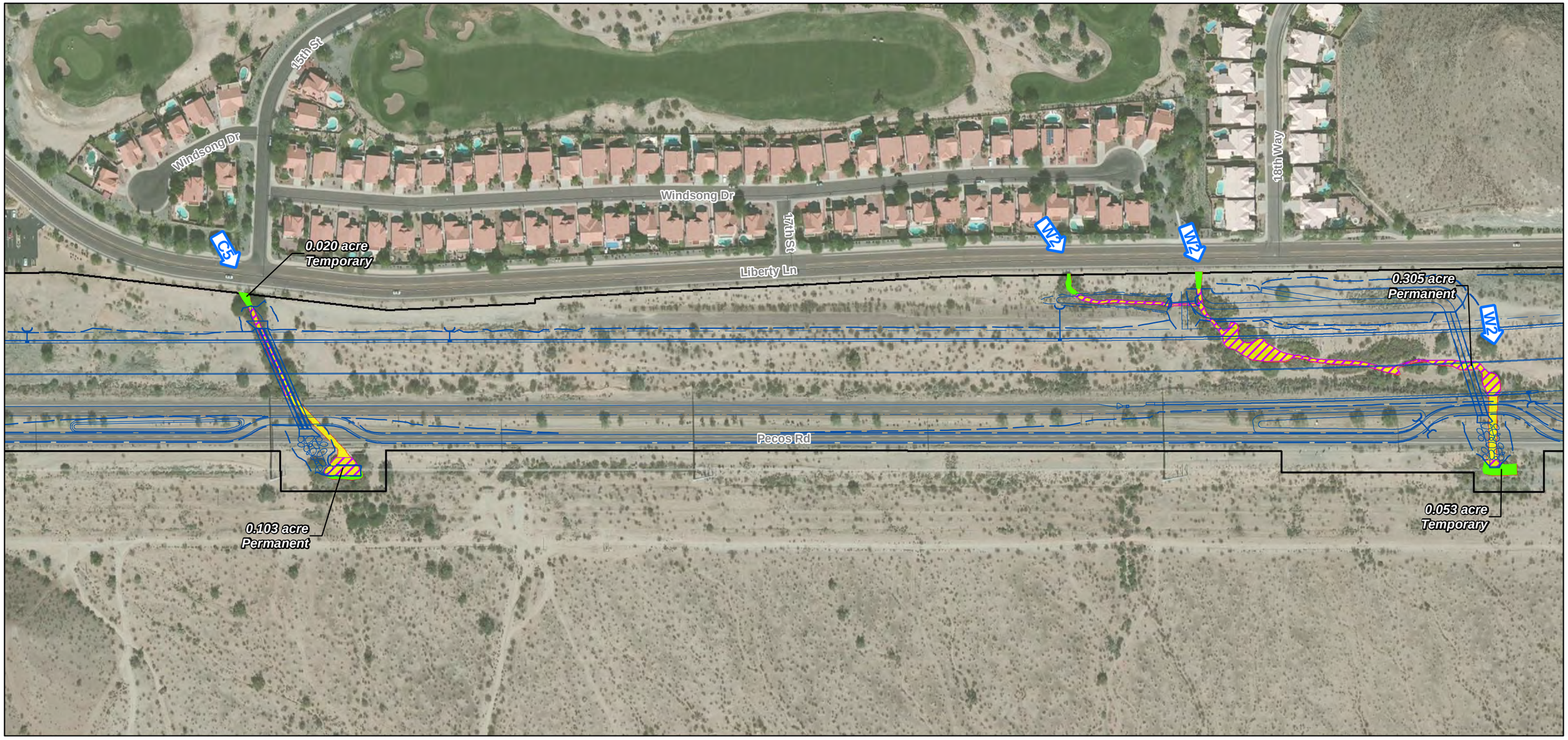

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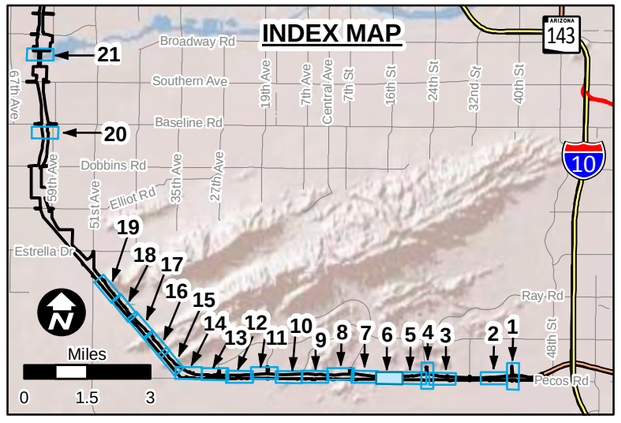

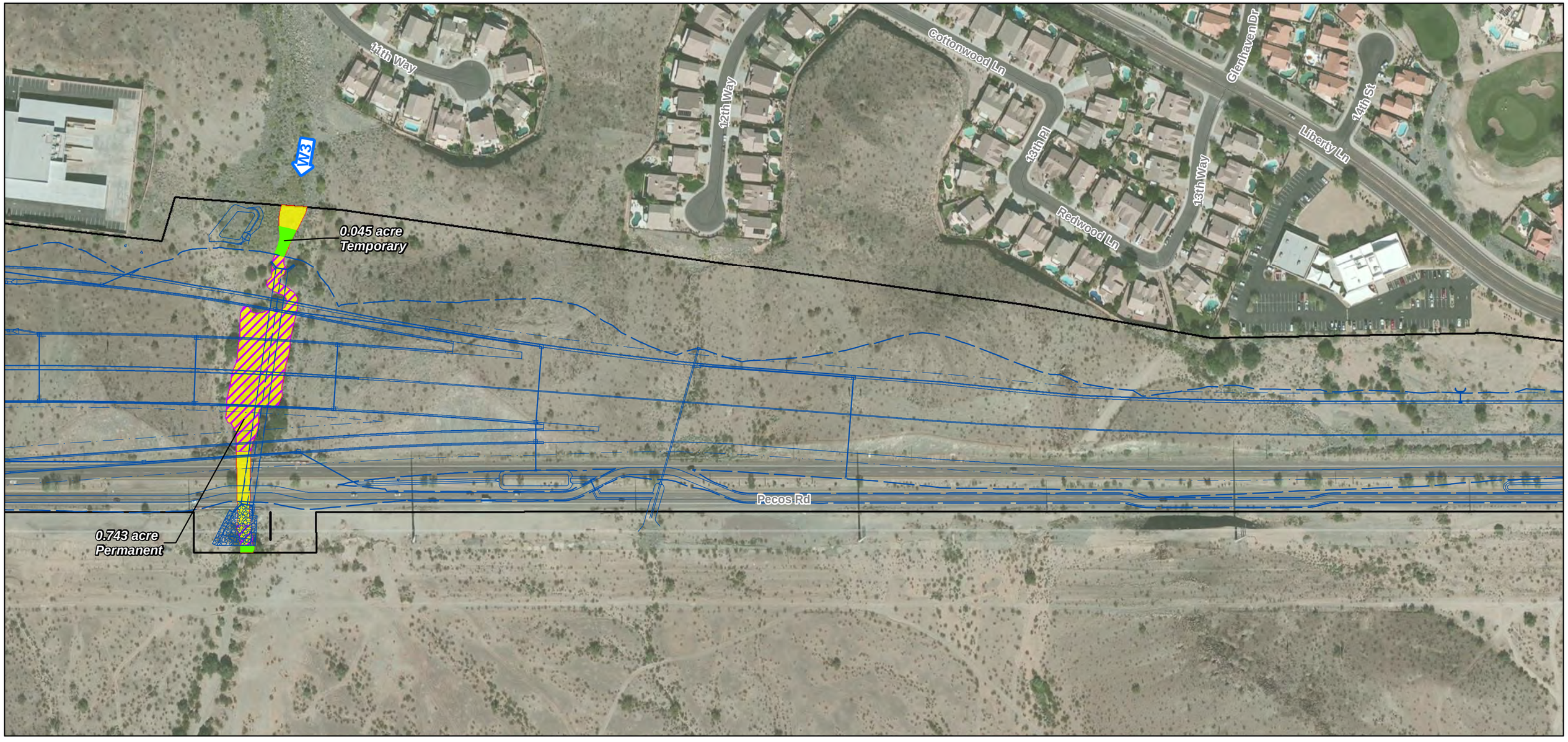

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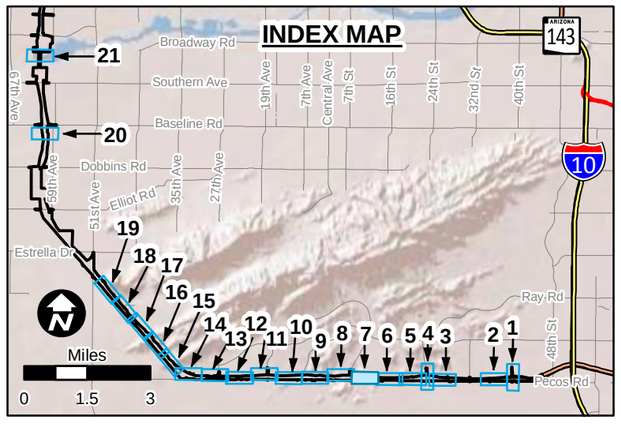

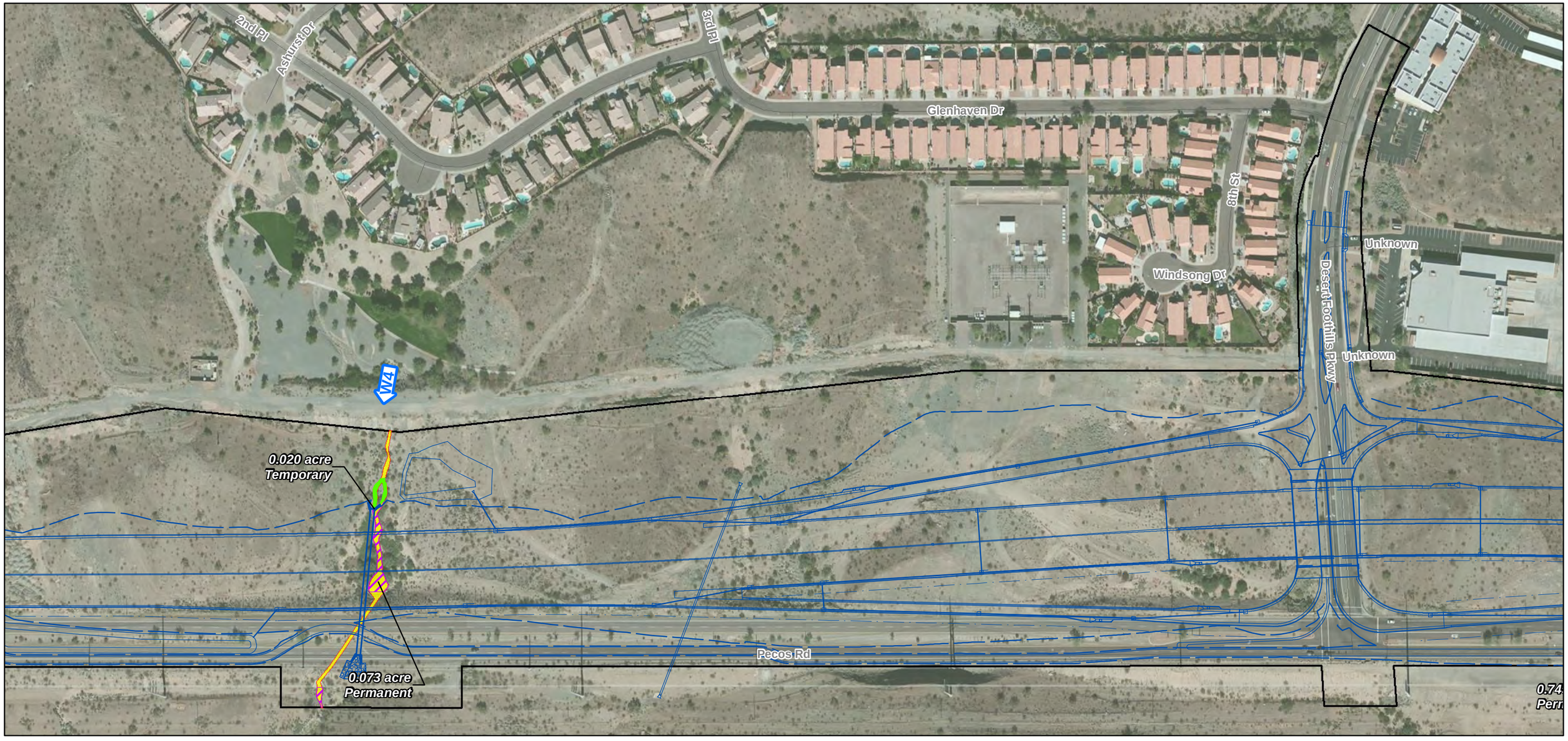

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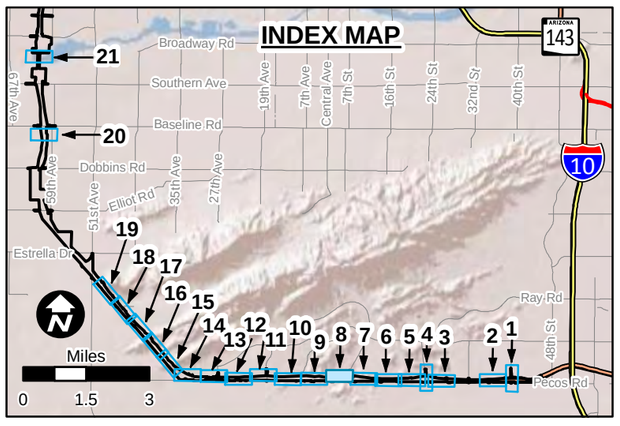

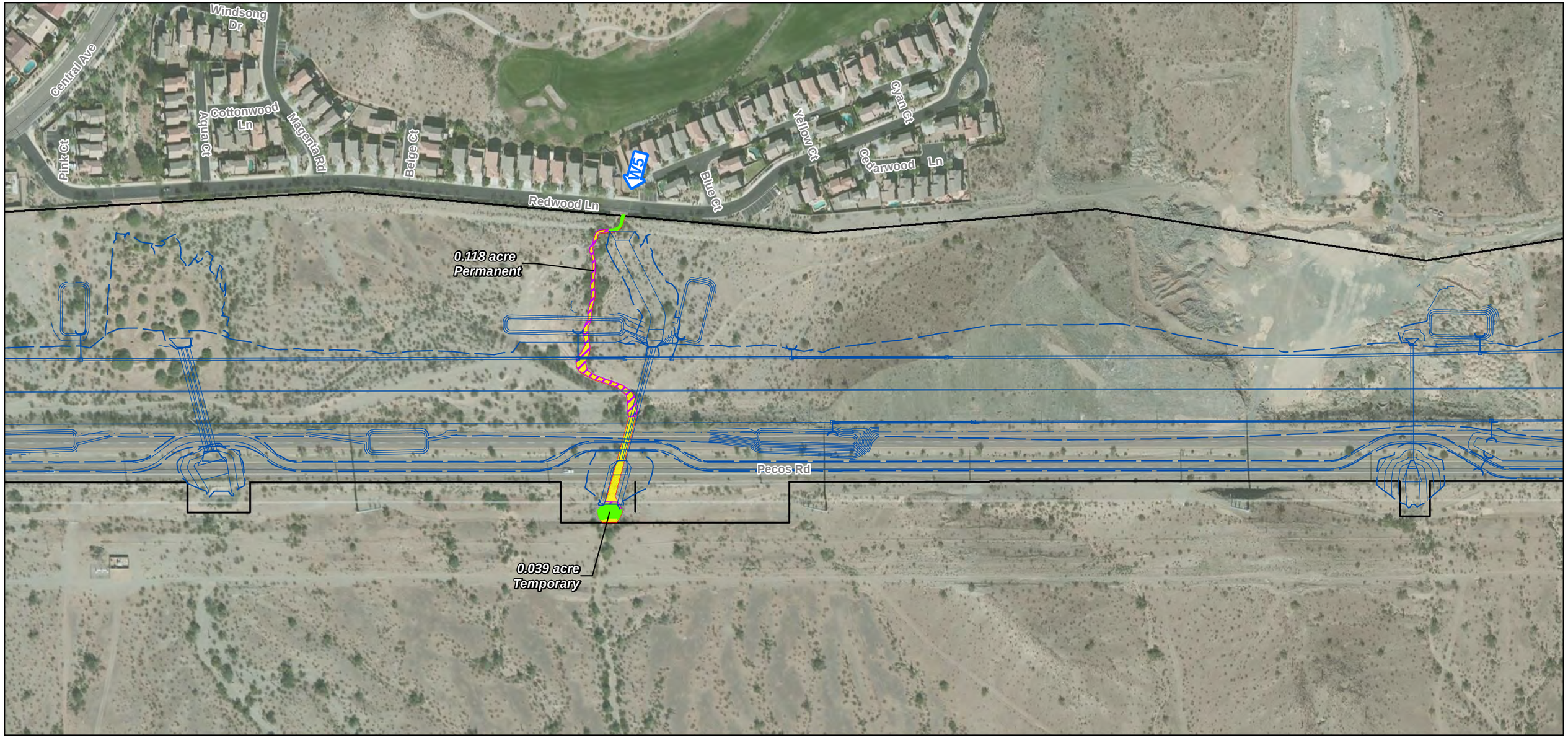

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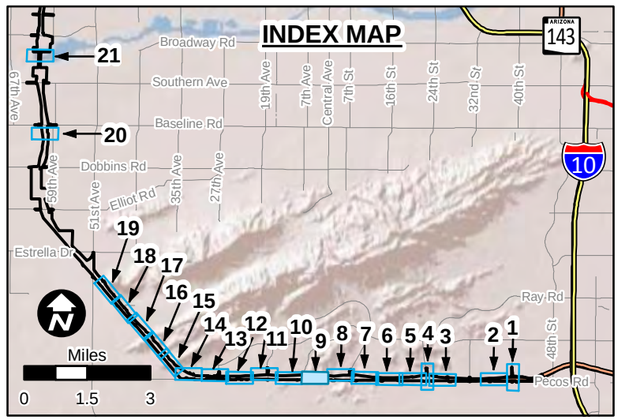

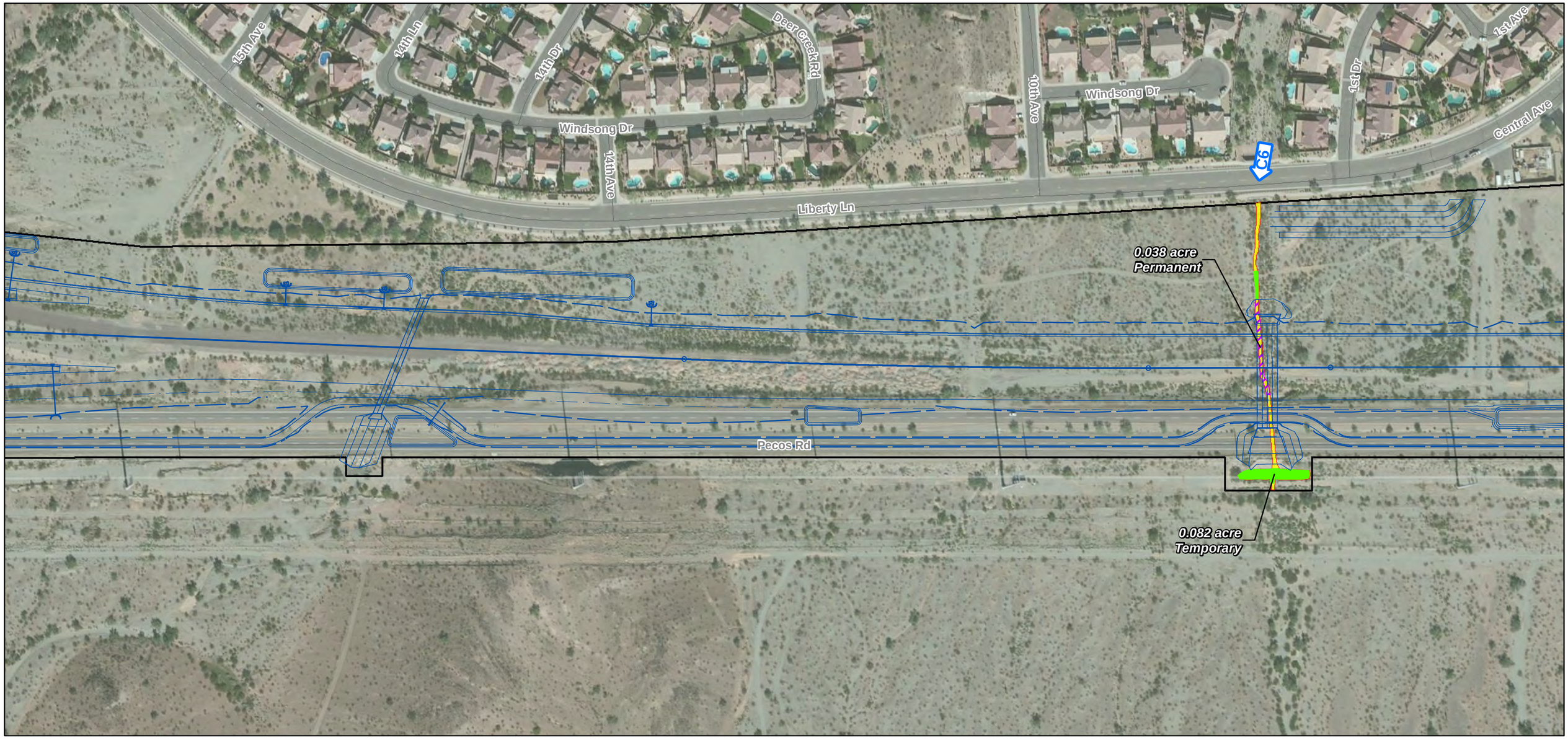

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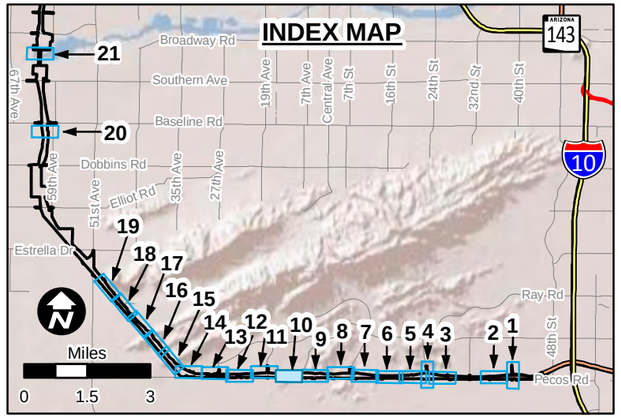

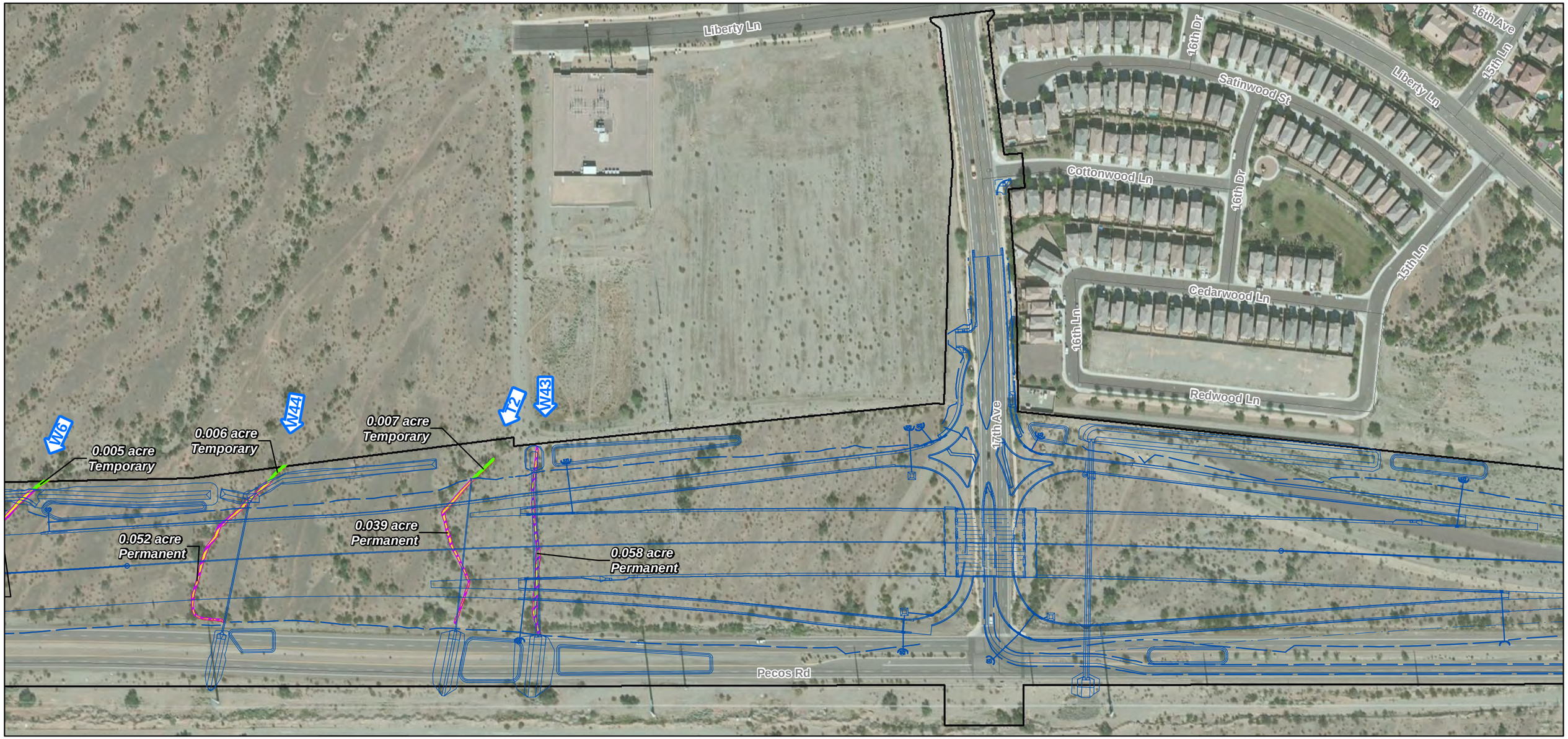

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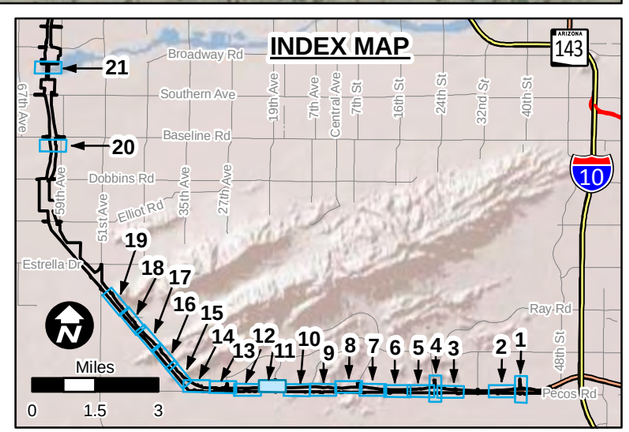
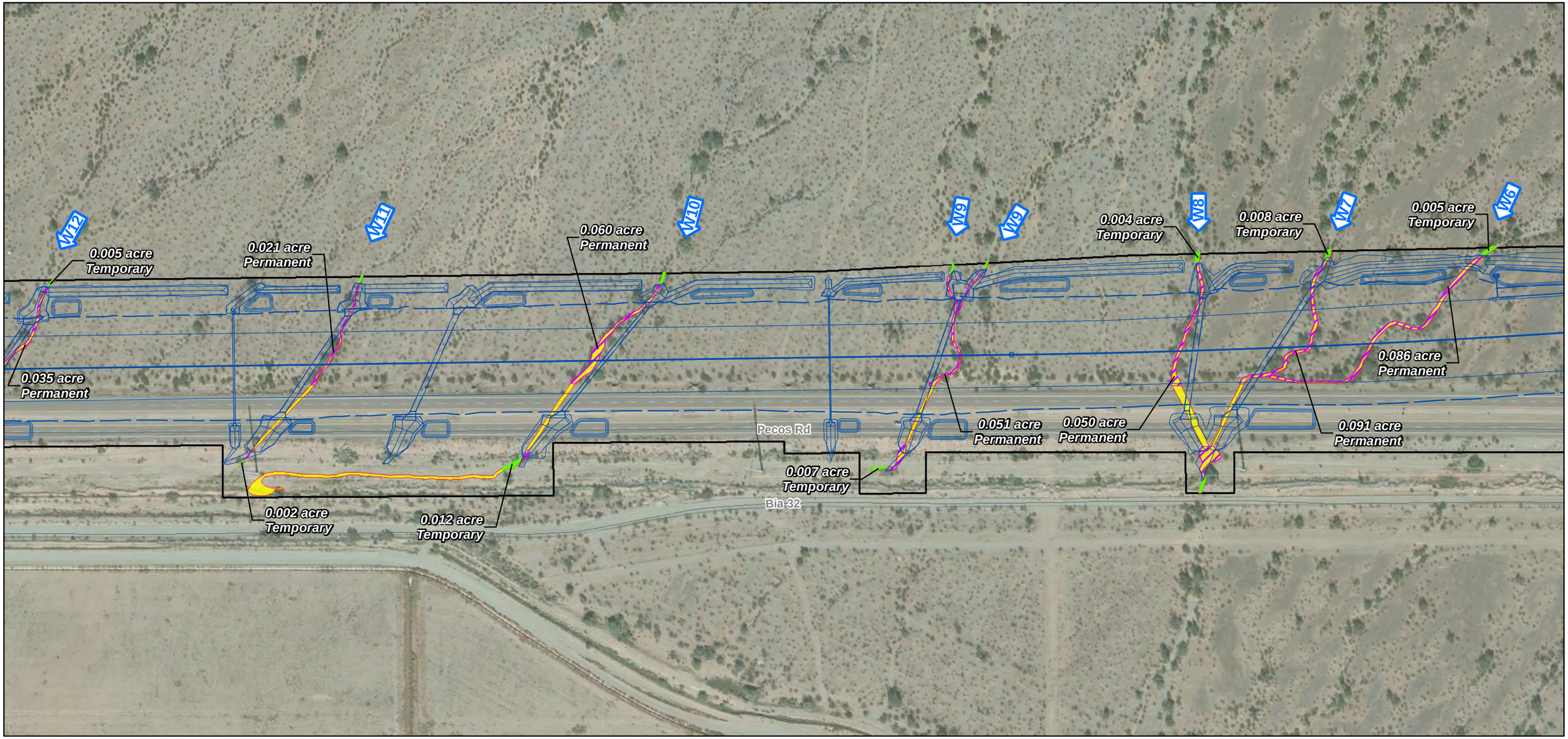
Temporary Impacts
Watercourse Number
Arrow Indicates Flow Direction

Feet
0 100 200





Sources: ADOT ATIS (2013), AZTEC (2016), ESRI World Imagery (Accessed September 2016), HDR (2014).

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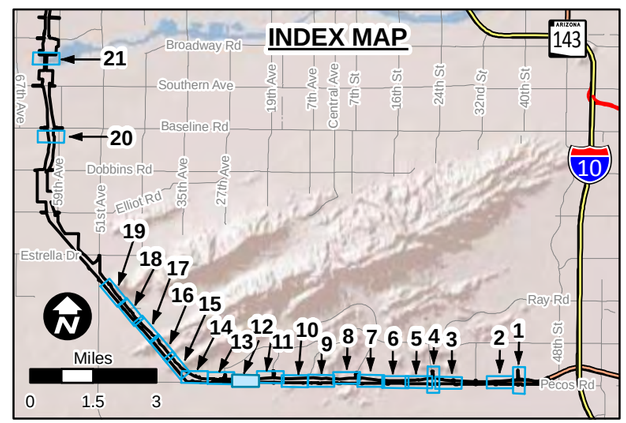

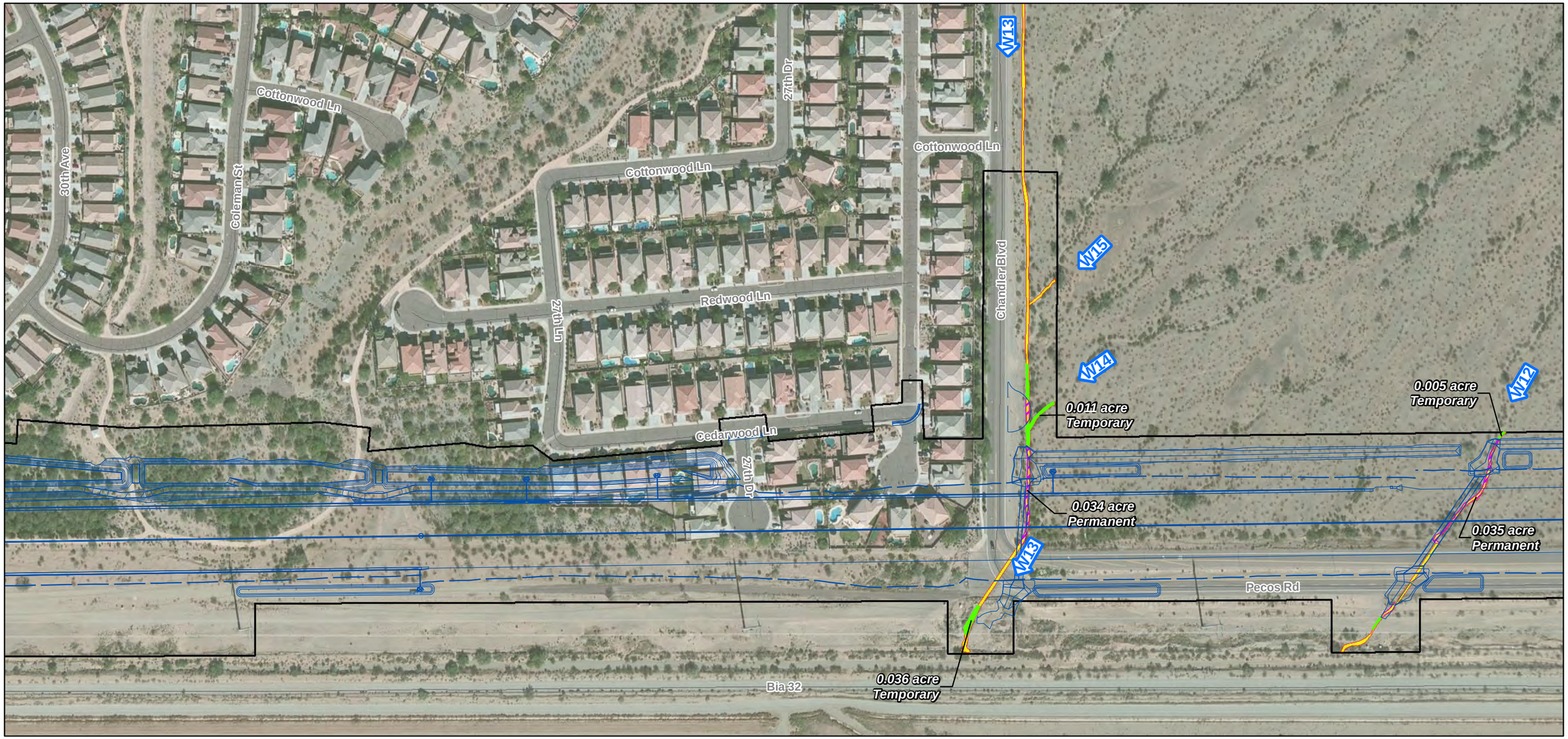

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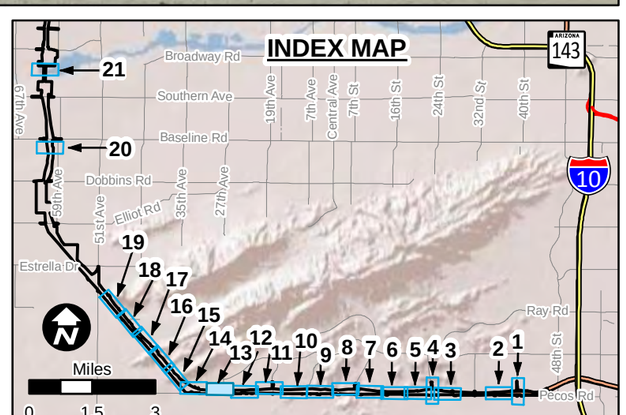

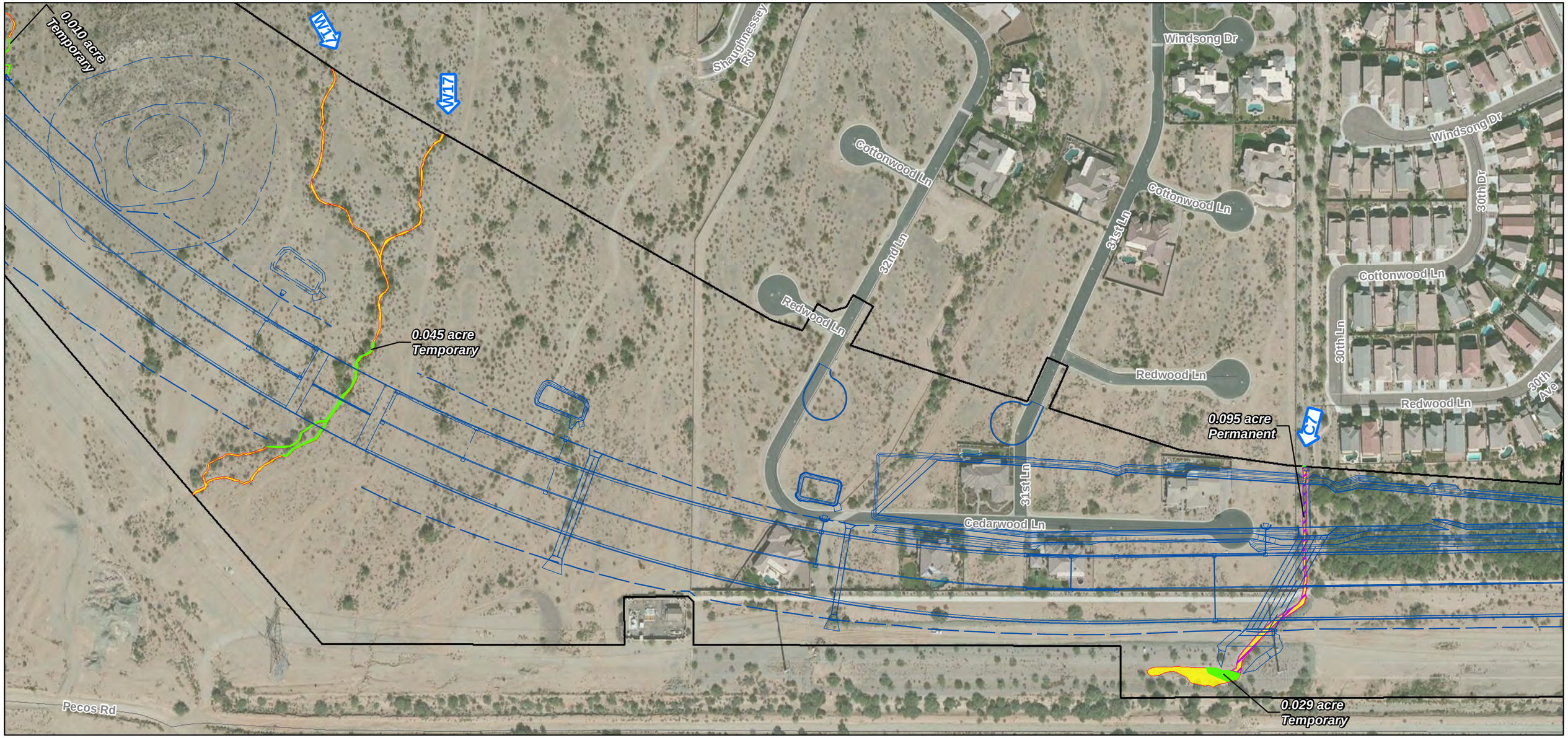

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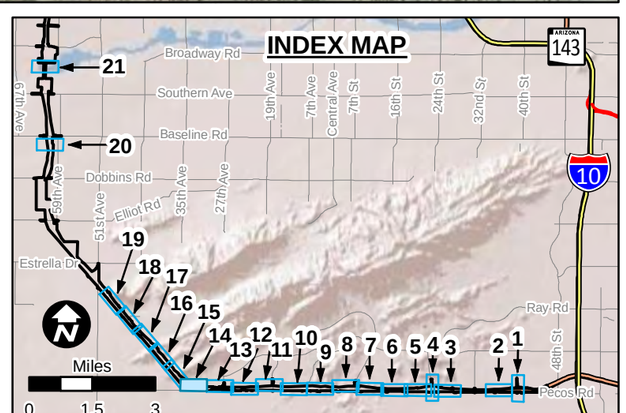

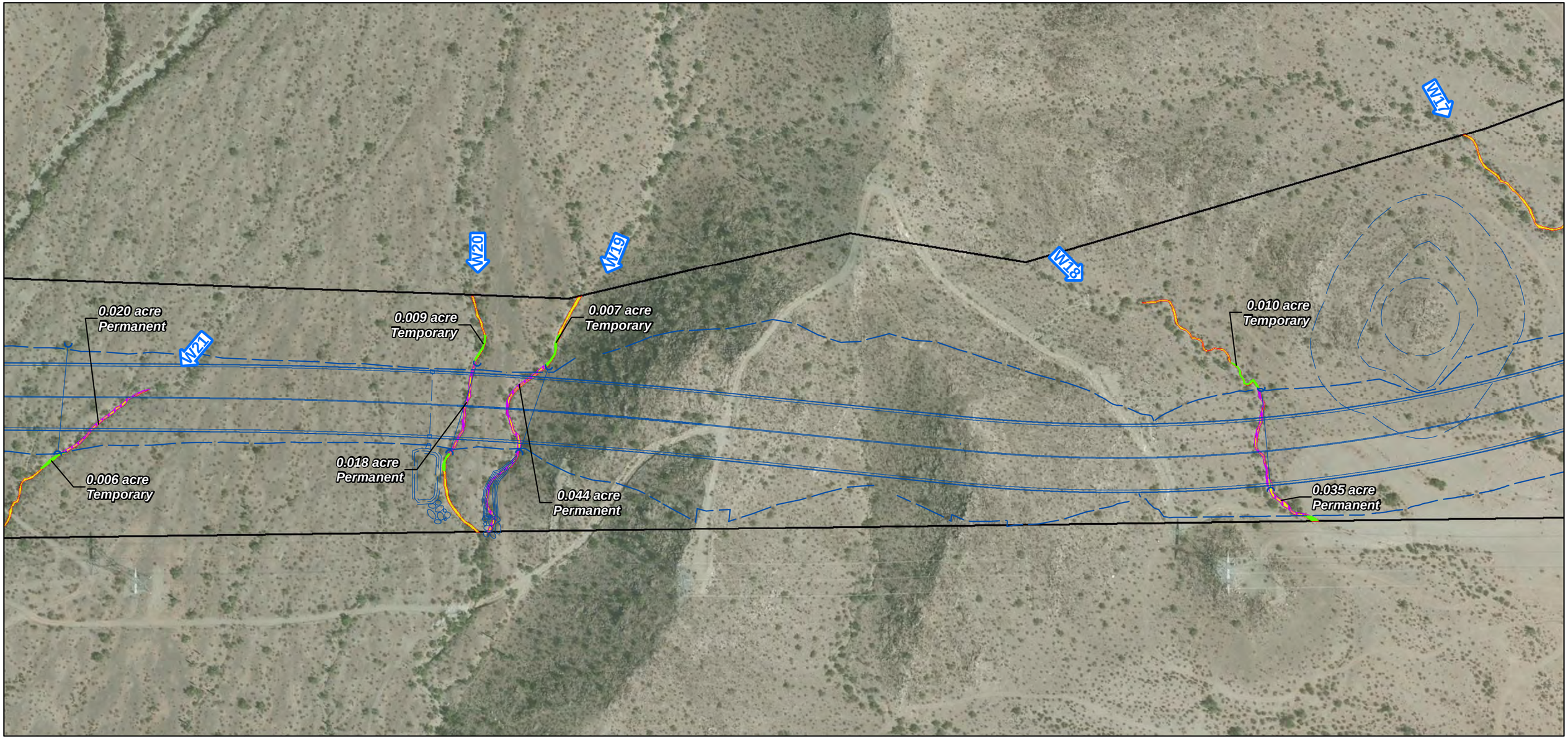

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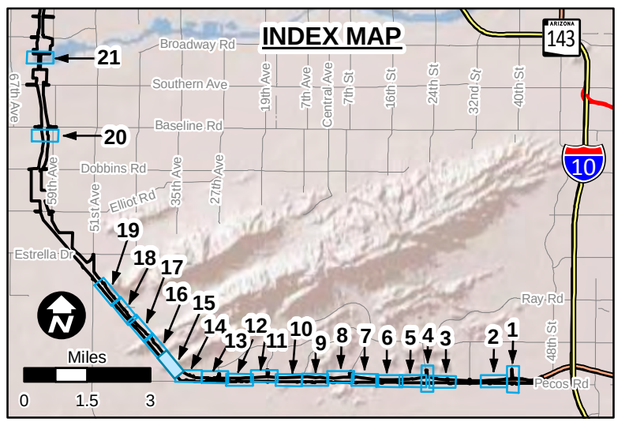

W26
0.008 acre
Temporary
W25
0.044 acre
Permanent
W23
0.109 acre
Temporary
W24
0.007 acre
Temporary
0.057 acre
Temporary
W22
0.020 acre
Permanent
W21
W27
0.051 acre
Permanent
0.006 acre
Temporary
0.005 acre
Temporary
0.119 acre
Permanent
0.006 acre
Temporary
0.018 acre
Permanent

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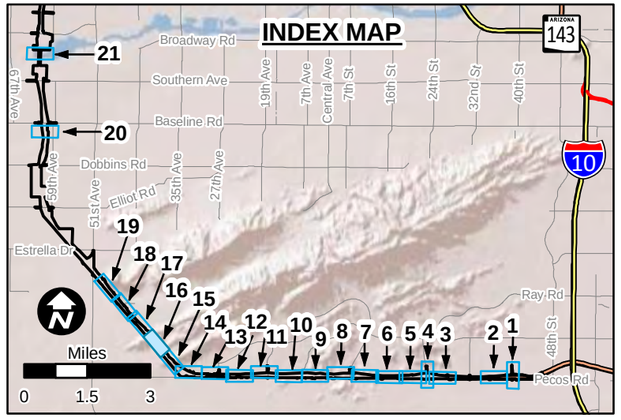

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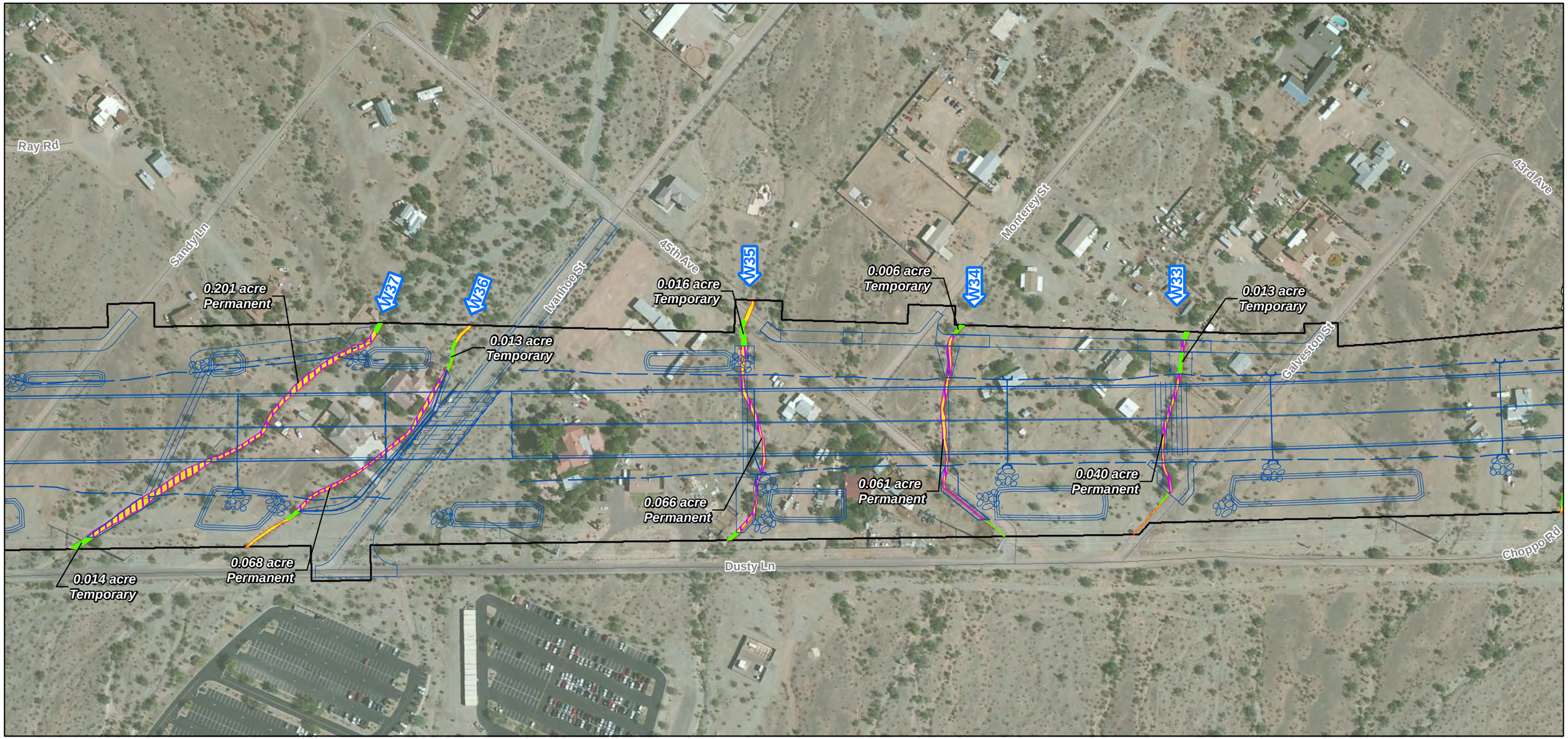
INDEX MAP
Miles
0 1.5 3



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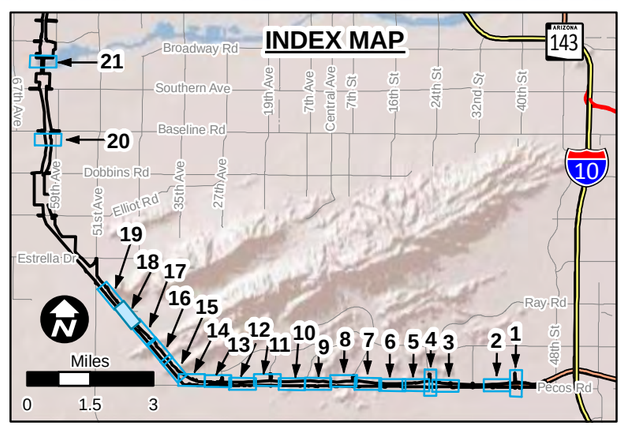

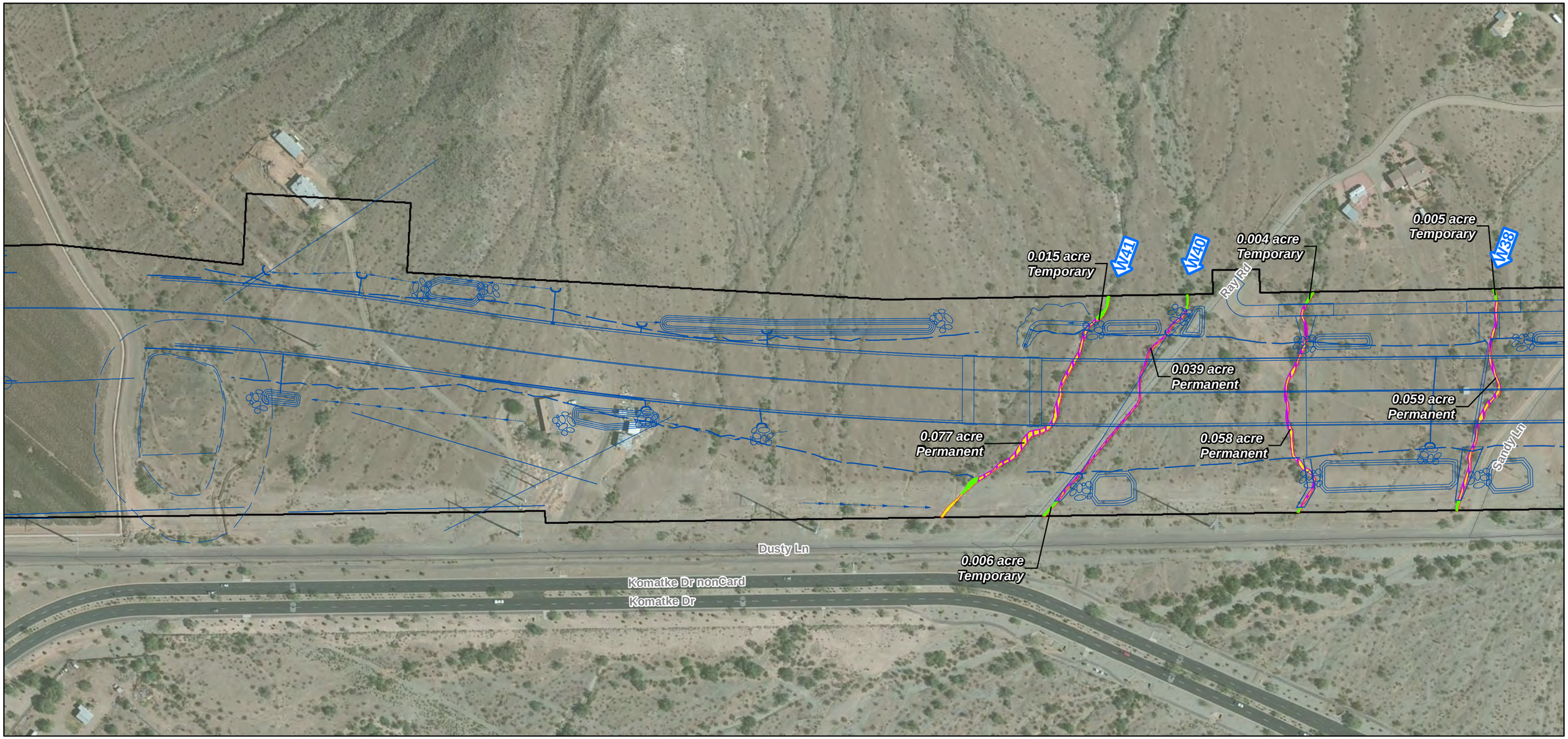

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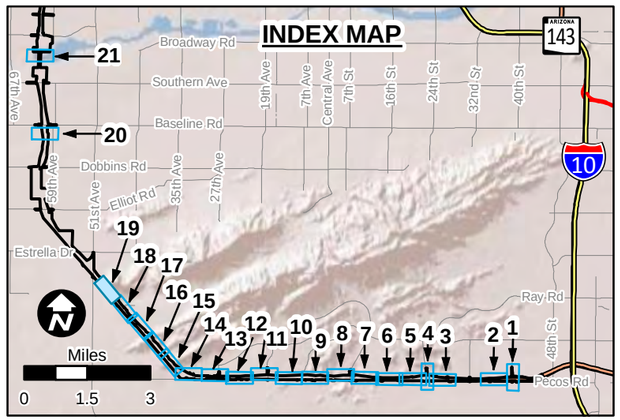

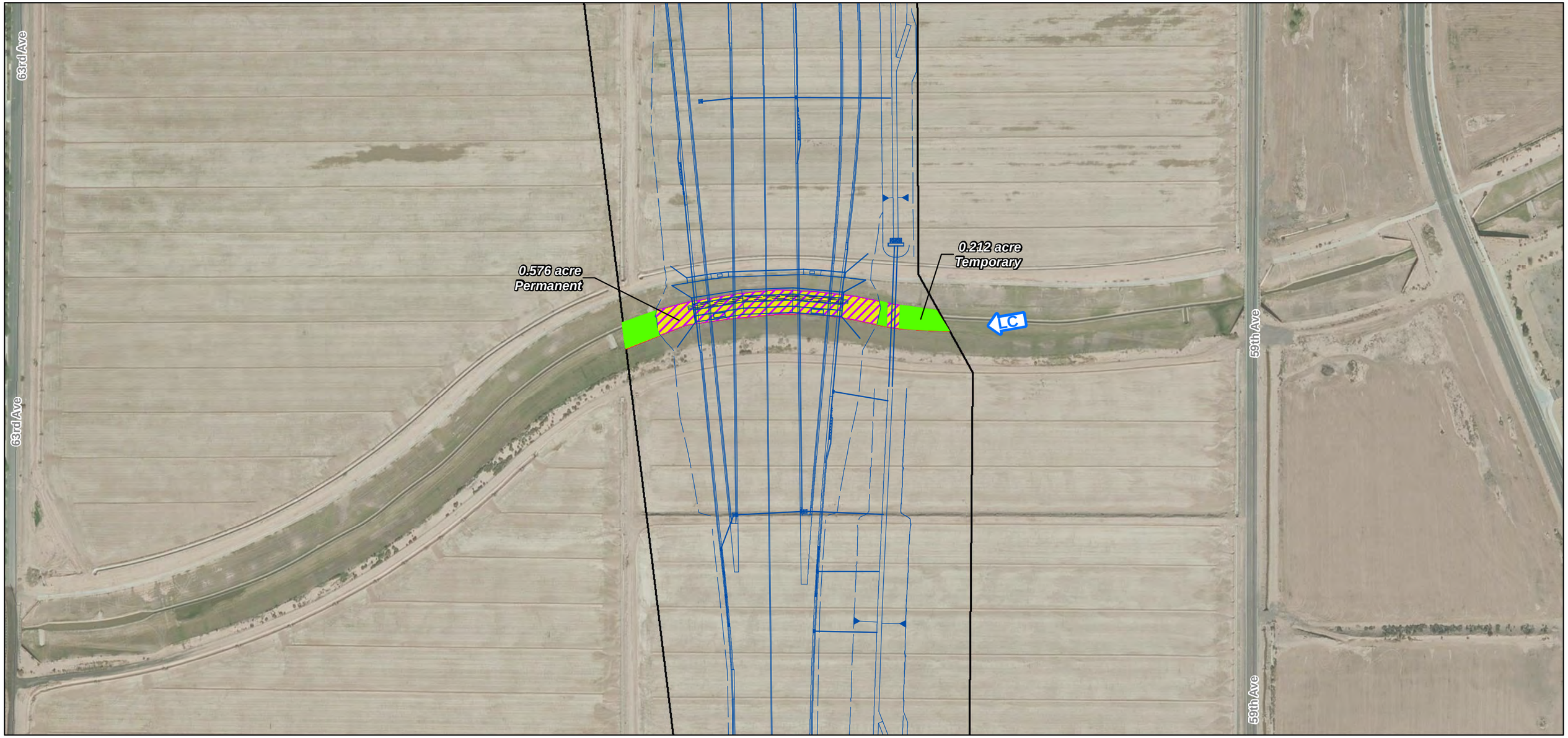

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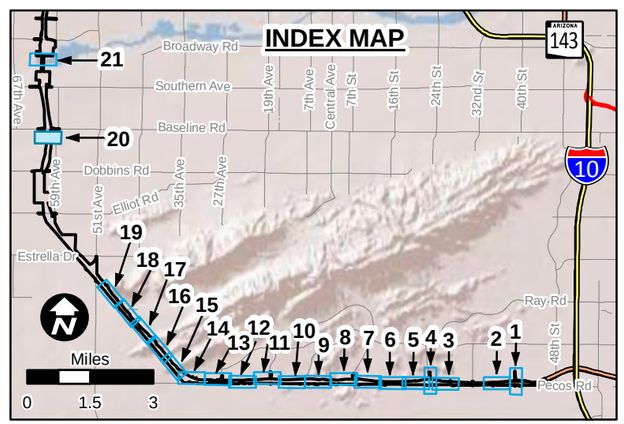

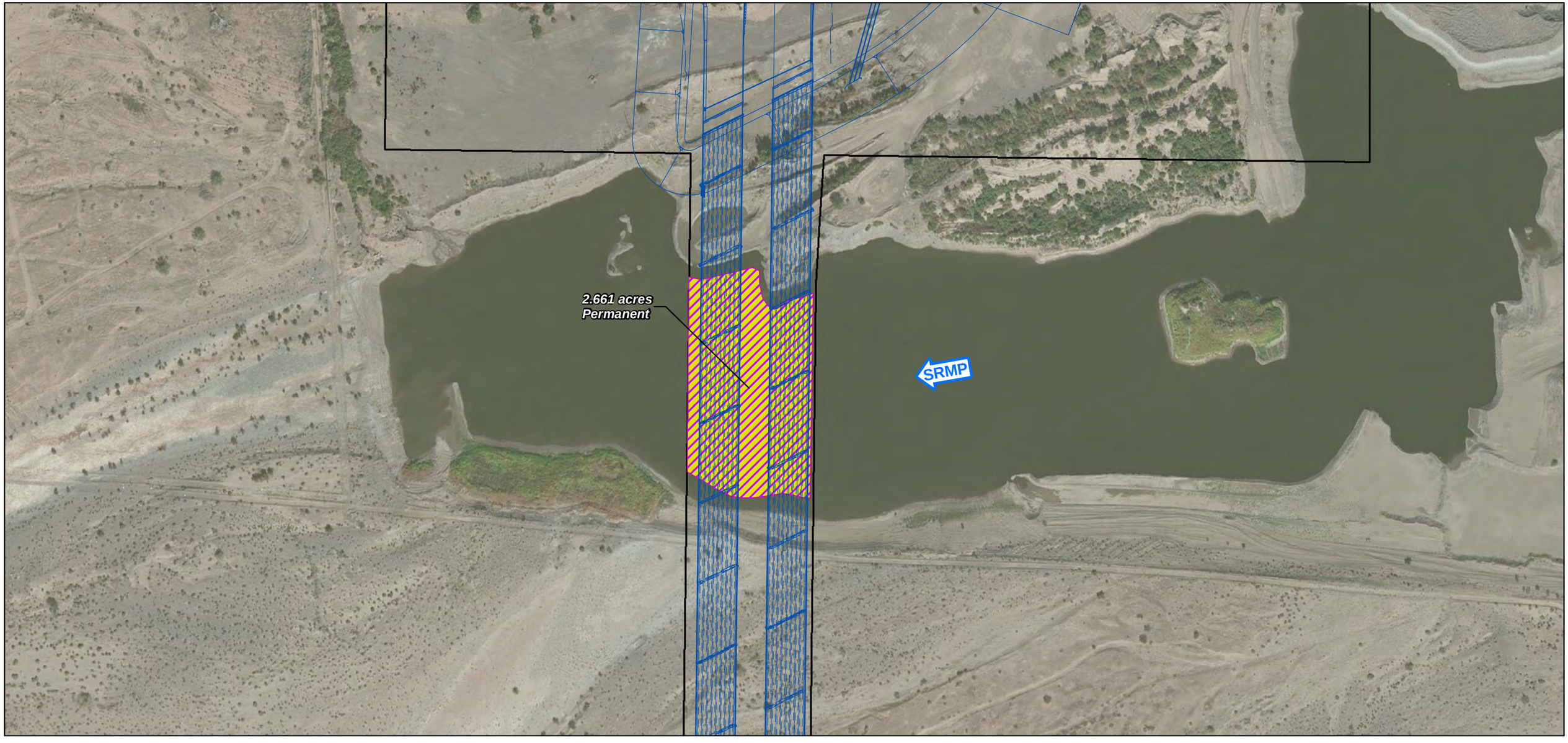

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